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PROCEEDINGS
OF THE
VERMONT
HISTORICAL SOCIETY
FOR THE YEARS
1915-1916

i.e. 1916-1917

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1918

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Constitution

of the

Vermont Historical Society

Constitution

Article I.

This association shall be called "The Vermont Historical Society," and shall consist of Active, Corresponding and Honorary Members.

Article II.

The object of the Society shall be to discover, collect and preserve whatever relates to the material, agricultural, industrial, civil, political, literary, ecclesiastical and military history of the State of Vermont.

Article III.

The officers of the Society, who shall constitute its Board of Managers, to be elected annually and by ballot, shall be a President, three Vice-Presidents, a Recording Secretary, two Corresponding Secretaries of foreign and domestic correspondence, a Librarian and a Cabinet-Keeper, a Treasurer, and a Curator from each county in this State.

Article IV.

There shall be one annual, and occasional meetings of the Society. The annual meetings for the election of officers shall be at Montpelier on Tuesday preceding the third Wednesday of January; the special meetings shall be at such time and place as the Board of Managers shall determine.

Article V.

All members, (Honorary and Corresponding members, excepted), shall pay, on admission, the sum of two dollars and an additional sum of one dollar annually.

Article VI.

Members shall be elected upon the recommendation of any member of the Society.

Article VII.

This Constitution and the By-Laws may be altered or amended at the annual meeting by a vote of two-thirds of the members present, provided notice of the proposed change shall have been given at the next preceding annual meeting.

9-10

Officers and Members

OF THE

Vermont Historical Society

For the Years 1916-1917

OFFICERS

OF THE

Vermont Historical Society

For the Years 1916-1917

President.

WILLIAM W. STICKNEY, Ludlow.

Vice-Presidents.

FRED A. HOWLAND, Montpelier.
CHARLES P. SMITH, Burlington.
FRANK PLUMLEY, Northfield.

Recording Secretary.

PHIL SHERIDAN HOWES, Montpelier.

Corresponding Secretaries.

DORMAN B. E. KENT, Montpelier.
WALTER H. CROCKETT, Burlington.

Treasurer.

HENRY F. FIELD, Rutland.

Librarian.

DORMAN B. E. KENT, Montpelier.

Curators.

JOHN M. THOMAS, Addison County.
HALL PARK McCULLOUGH, Bennington County.
HENRY FAIRBANKS, Caledonia County.
HENRY B. SHAW, Chittenden County.
CLARENCE T. CUTTING, Essex County.
FRANK L. GREENE, Franklin County.
NELSON WILBUR FISK, Grand Isle County.
CARROLL S. PAGE, Lamoille County.
HALE K. DARLING, Orange County.

FREDERICK W. BALDWIN, Orleans County.
FRANK C. PARTRIDGE, Rutland County.
ANDREW J. SIBLEY, Washington County.
LYMAN S. HAYES, Windham County.
GILBERT A. DAVIS, Windsor County.

GUY W. BAILEY, Secretary of State,
BENJAMIN GATES, Auditor of Accounts,
GEORGE W. WING, State Librarian.
} *Ex-officio*

Standing Committees.

On Library.

FRED A. HOWLAND, Montpelier.
HALL PARK McCULLOUGH, North Bennington.
FREDERICK W. BALDWIN, Barton.

On Printing.

DORMAN B. E. KENT, Montpelier.
PHIL S. HOWES, Montpelier.
WALTER H. CROCKETT, Burlington.

On Finance.

FRANK C. PARTRIDGE, Proctor.
ANDREW J. SIBLEY, Montpelier.
CHARLES P. SMITH, Burlington.

List of Members of the Vermont Historical Society.

Active Members.

1 Frank Danford Abbott.....440 So. Dearborn St., Chicago, Ill.
2 Martin Fletcher Allen..... Ferrisburg, Vt.
3 George Pomeroy Anderson, Editorial Rooms, Boston Globe, Boston, Mass.
4 Wallace Gale Andrews.....Montpelier, Vt.
5 Julius Walter Atwood.....Box 71, Phoenix, Ariz.
6 Warren Robinson Austin.....St. Albans, Vt.
7 Fred H. Babbitt.....Rockingham, Vt.
8 Guy W. Bailey.....Essex Junction, Vt.
9 Frederick W. Baldwin.....Barton, Vt.

10 LeRoy Wilbur Baldwin.....8 East 70th St., New York City.
11 Smith S. Ballard.....Montpelier, Vt.
12 Henry L. Ballou.....Chester, Vt.
13 Douglas Monroe Barclay.....Barre, Vt.
14 Millard Barnes.....Chimney Point, Vt.
15 Elmer Barnum.....Shoreham, Vt.
16 John Barrett.....Pan-American Union, Washington, D. C.
17 George Lyman Batchelder.....Wallingford, Vt.
18 James K. Batchelder.....Arlington, Vt.
19 Edwin A. Bayley.....Lexington, Mass.
20 †George Beckett.....Williamstown, Vt.
21 William A. Beebe.....Proctor, Vt.
22 Charles M. Bennett.....Montpelier, Vt.
23 Guy Potter Benton.....Burlington, Vt.
24 *Josiah Henry Benton, Jr.....Ames Bldg., Boston, Mass.
25 Charles E. Billings.....Hartford, Conn.
26 Arthur Brown Bisbee.....Montpelier, Vt.
27 Harry Alonzo Black.....Newport, Vt.
28 Charles M. Blake.....1 Buena Vista St., Roxbury, Mass.
29 Fred Blanchard.....Montpelier, Vt.
30 George Lawrence Blanchard.....Montpelier, Vt.
31 Herbert H. Blanchard.....Springfield, Vt.
32 Pearl Freeman Blodgett.....Montpelier, Vt.
33 James M. Boutwell.....Montpelier, Vt.
34 Thomas Jefferson Boynton.....Everett, Mass.
35 Charles H. Bradley.....P. O. Box 1486, Boston, Mass.
36 Ezra Brainerd.....Middlebury, Vt.
37 John Bliss Brainerd.....419 Boylston St., Boston, Mass.
38 Herbert J. Brean.....Montpelier, Vt.
39 George Briggs.....Montpelier, Vt.
40 William A. Briggs.....Montpelier, Vt.
41 James W. Brock.....Montpelier, Vt.
42 Frank Hilliard Brooks.....St. Johnsbury, Vt.
43 John Vail Brooks.....Montpelier, Vt.
44 George B. Brown.....Burlington Vt.
45 George Washington Brown.....205 Lincoln St., Boston, Mass.
46 Henry T. Brown.....Ludlow, Vt.
47 John Clark Brown.....Wichita, Kan.
48 Martin A. Brown.....131 State St., Boston, Mass.
49 Dan Deming Burditt.....Pittsford, Vt.
50 Fred Mason Butler.....Rutland, Vt.
51 Timothy Edward Byrnes.....So. Station, Boston, Mass.
52 Edward Augustus Cahoon.....Roswell, N. M.
53 Timothy Edward Callahan.....Montpelier, Vt.

54 Edward Raymond Campbell.....Montpelier, Vt.
55 Wallace Henry Campbell.....Rochester, Vt.
56 Henry Otis Carpenter.....Rutland, Vt.
57 Lewis C. Carson.....Montpelier, Vt.
58 William Hoyt Carter.....Proctor, Vt.
59 Frank Arthur Castle.....Pittsfield, Vt.
60 Fred Taylor Caswell.....Derby, Vt.
61 Robert Mayo Catlin.....Franklin Furnace, N. J.
62 Charles Solomon Caverly.....Rutland, Vt.
63 Newman Keyes Chaffee.....Rutland, Vt.
64 George Ernest Chalmers.....Rutland, Vt.
65 Edson Joseph Chamberlin, Grand Trunk Railway,
Montreal, Canada
66 Albert B. Chandler.....Randolph, Vt.
67 John Asa Chedel.....Stockbridge, Vt.
68 Thomas Charles Cheney.....Morrisville, Vt.
69 Byron Nathaniel Clark.....Burlington, Vt.
70 Edward R. Clark.....Castleton, Vt.
71 Henry L. Clark.....Castleton, Vt.
72 Isaiah R. Clark.....54 Devonshire St., Boston, Mass.
73 Osman Dewey Clark.....Montpelier, Vt.
74 Percival W. Clement.....Rutland, Vt.
75 James C. Colgate.....Bennington, Vt.
76 Edward D. Collins.....Middlebury, Vt.
77 Edwin A. Colton.....Montpelier, Vt.
78 Willard C. Colton.....Montpelier, Vt.
79 John M. Comstock.....Chelsea, Vt.
80 Carlos Everett Conant.....Chattanooga, Tenn.
81 David S. Conant.....Bradford, Vt.
82 Kate Morris Cone.....Hartford, Vt.
83 Edward Cowles.....Plymouth, Mass.
84 Elmer E. Cowles.....Weybridge, Vt.
85 Walter Hill Crockett.....Burlington, Vt.
86 Charles Herbert Cross.....268 Summer St., Boston, Mass.
87 Addison Edward Cudworth.....So. Londonderry, Vt.
88 Henry T. Cushman.....No. Bennington, Vt.
89 Robert Cushman.....95 Milk St., Boston, Mass.
90 Harry M. Cutler.....Montpelier, Vt.
91 Clarence T. Cutting.....Concord, Vt.
92 Porter H. Dale.....Brighton, Vt.
93 Olin Weston Daley.....White River Junction, Vt.
94 Charles Kimball Darling.....879 Beacon St., Boston, Mass.
95 Hale Knight Darling.....Chelsea, Vt.
96 Edward Aaron Davis.....Bethel, Vt.

97 Gilbert A. Davis.....Windsor, Vt.
98 Ozora Stearns Davis.....20 No. Ashland Blvd., Chicago, Ill.
99 William Anthony Davison.....Burlington, Vt.
100 Frank R. Dawley.....Montpelier, Vt.
101 Edward Harrington Deavitt.....Montpelier, Vt.
102 Franklin H. Dewart.....Burlington, Vt.
103 Davis Rich Dewey, Massachusetts Institute of Technology, Boston, Mass.
104 James French Dewey.....Quechee, Vt.
105 Paul Dillingham.....Montpelier, Vt.
106 William Paul Dillingham.....Montpelier, Vt.
107 George M. Dimond.....66 Globe Bldg., Boston, Mass.
108 Matt L. Divoll.....Rockingham, Vt.
109 Charles Downer.....Sharon, Vt.
110 Alexander Dunnett.....St. Johnsbury, Vt.
111 Walter A. Dutton.....Hardwick, Vt.
112 Frank C. Dyer.....Salisbury, Vt.
113 Ira Holton Edson.....Montpelier, Vt.
114 William Arba Ellis.....New York Public Library, N. Y.
115 Samuel Franklin Emerson.....Burlington, Vt.
116 James Borden Estee.....Montpelier, Vt.
117 Sherman Evarts.....Windsor, Vt.
118 Edward T. Fairbanks.....St. Johnsbury, Vt.
119 Henry Fairbanks.....St. Johnsbury, Vt.
120 Horace M. Farnham.....Montpelier, Vt.
121 Arthur Daggett Farwell.....Montpelier, Vt.
122 Henry L. Farwell.....Montpelier, Vt.
123 Albert Whitman Ferrin.....Montpelier, Vt.
124 Edward Davenport Field.....Montpelier, Vt.
125 Fred Griswold Field.....Springfield, Vt.
126 Fred Tarbell Field.....Room 225, State House, Boston, Mass.
127 Henry Francis Field.....Rutland, Vt.
128 Benjamin Franklin Fifield.....Montpelier, Vt.
129 Frank Leslie Fish.....Vergennes, Vt.
130 Nelson Wilbur Fisk.....Isle LaMotte, Vt.
131 Frederick G. Fleetwood.....Morrisville, Vt.
132 Allen M. Fletcher.....Cavendish, Vt.
133 Ernest Ryland Fletcher.....Hardwick, Vt.
134 Kemp R. B. Flint.....Northfield, Vt.
135 Abram William Foote.....Middlebury, Vt.
136 Eugene Noble Foss.....34 Oliver St., Boston, Mass.
137 Herbert Sidney Foster.....North Calais, Vt.
138 Charles L. French.....Hardwick, Vt.
139 Timothy Prescott Frost.....1632 Hinman Ave., Evanston, Ill.

140 Daniel G. Furman.....Swanton, Vt.
141 Seth Newton Gage.....Weathersfield, Vt.
142 John E. Gale.....Guilford, Vt.
143 Benjamin Gates.....Montpelier, Vt.
144 Charles W. Gates.....Franklin, Vt.
145 Walter Benton Gates .....Burlington, Vt.
146 William W. Gay.....205 W. 10th St., New York City
147 Mary E. Giddings.....Hubbardton, Vt.
148 James Meacham Gifford.....319 W. 103rd St., New York City
149 Charles Sumner Gleed.....104 Greenwood Ave., Topeka, Kan.
150 Edward M. Goddard.....73 Carnegie Ave., East Orange, N. J.
151 Jonas Eli Goodenough.....Middlesex, Vt.
152 John Warren Gordon.....Barre, Vt.
153 George H. Gorham.....Bellows Falls, Vt.
154 Will D. Gould.....82-85 Temple Block, Los Angeles, Cal.
155 Horace French Graham.....Craftsbury, Vt.
156 Warner A. Graham.....Rockingham, Vt.
157 Frank Lester Greene.....St. Albans, Vt.
158 Alfred Stevens Hall.....Winchester, Mass.
159 Charles Hiland Hall.....Springfield, Mass.
160 Dewey T. Hanley.....Montpelier, Vt.
161 Marshall Jay Hapgood.....Peru, Vt.
162 Erwin M. Harvey.....Montpelier, Vt.
163 George Harvey.....Deal, N. J.
164 John Nelson Harvey.....Brattleboro, Vt.
165 Seneca Haselton.....Burlington, Vt.
166 William D. Hassett.... National Press Club, Washington, D. C.
167 Frank W. Hastings.....Glover, Vt.
168 William Moore Hatch.....16 Pelham Terrace, Arlington, Mass.
169 Rush C. Hawkins.....21 West 20th St., New York City
170 Donly C. Hawley.....Burlington, Vt.
171 Lyman S. Hayes.....Bellows Falls, Vt.
172 Benjamin Miner Hayward.....Montpelier, Vt.
173 Tracy Elliott Hazen.....Columbia University, New York City
174 Charles H. Heaton.....Montpelier, Vt.
175 Alonzo Barton Hepburn....Chase National Bank, New York City
176 John H. Hicks.....Weathersfield, Vt.
177 James S. Hill.....Rockingham, Vt.
178 T. D. Hobart.....Pampa, Texas.
179 George Maynard Hogan.....St. Albans, Vt.
180 Arthur J. Holden.....Bennington, Vt.
181 Henry Holt.....Burlington, Vt.
182 Henry Holt.....Montpelier, Vt.
183 Horace S. Homer.....Springfield, Mass.

184 Judson N. Hooker..... Castleton, Vt.
185 Herman Deming Hopkins.....Montpelier, Vt.
186 Charles Willard Howard.....Shoreham, Vt.
187 Frank E. Howe.....Bennington, Vt.
188 Willard Bean Howe.....Burlington, Vt.
189 Phil Sheridan Howes.....Montpelier, Vt.
190 Frank George Howland.....Barre, Vt.
191 Fred A. Howland.....Montpelier, Vt.
192 Archer Butler Hulbert.....Boston, Mass.
193 Byron Satterlee Hulbert..... Cambridge, Mass.
194 W. D. Hulett.....Rutland, Vt.
195 William Walter Husband, 104 House Office Bldg., Washington, D. C.
196 Edward Swift Isham.....Ormsby Hill, Manchester, Vt.
197 C. A. G. Jackson..... Boston Herald, Boston, Mass.
198 S. Hollister Jackson.....Barre, Vt.
199 William H. Jeffrey.....Burke, Vt.
200 Frederick B. Jennings.....15 Broad St., New York City
201 Isaac Jennings.....Bennington, Vt.
202 Philip B. Jennings..... 192 Broadway, New York City
203 William Bigelow Jennings....925 West End Ave., New York City
204 Hugh J. M. Jones.....Montpelier, Vt.
205 Matt Bushnell Jones.....30 Ledges Road, Newton Center, Mass.
206 Walter Edwin Jones.....Waitsfield, Vt.
207 Ernest Parlin Jose.....Johnson, Vt.
208 Myron W. Joslyn.....47 Trapello Road, Auburndale, Mass.
209 Mrs. C. A. Keeler.....Westboro, Mass.
210 Otis N. Kelton.....St. Albans, Vt.
211 Harlan Wesley Kemp.....Montpelier, Vt.
212 Dorman Bridgman Eaton Kent.....Montpelier, Vt.
213 Ira Rich Kent.....Youth's Companion, Boston, Mass.
214 Wade Keyes.....1040½ Tremont Bldg., Boston, Mass.
215 Fred T. Kidder.....Woodstock, Vt.
216 Harvey King.....11 Merlin St., Dorchester, Mass.
217 Darwin Pearl Kingsley.....346 Broadway, New York City
218 Harvey R. Kingsley.....Rutland, Vt.
219 Earle S. Kinsley.....Rutland, Vt.
220 Fred Leslie Laird.....Montpelier, Vt.
221 Guy Caleb Lamson.....7101 Chestnut St., Philadelphia, Pa.
222 Frank Elmer Langley.....Barre, Vt.
223 Charles Ford Langworthy.....1604 17th St., Washington, D. C.
224 Shailer E. Lawton.....Brattleboro, Vt.
225 Philip R. Leavenworth.....Castleton, Vt.
226 George Farnham Leland.....Springfield, Vt.

227 Harthan Freeman Leslie.....Montpelier, Vt.
228 Frederick Davis Long.....Montpelier, Vt.
229 Nelson Henry Loomis.....3608 Jackson St., Omaha, Neb.
230 Charles Sumner Lord.....Winooski, Vt.
231 Willis Eugene Lougee.....287 4th Ave., New York City
232 Henry W. Lund.....Canaan, Vt.
233 Edward Sprague Marsh.....Brandon, Vt.
234 Frank J. Martin.....Barre, Vt.
235 Orlando L. Martin.....Plainfield, Vt.
236 Willard S. Martin.....Plainfield, Vt.
237 Charles Duane Mather.....Montpelier, Vt.
238 O. D. Matthewson.....Lyndon Center, Vt.
239 William Barnabus Mayo.....Northfield, Vt.
240 John E. McClellan.....Plymouth, Vt.
241 Hall Park McCullough.....No. Bennington, Vt.
242 Raymond McFarland.....Middlebury, Vt.
243 John Abner Mead.....Rutland, Vt.
244 William Rutherford Mead.....10 West 43rd St., New York City
245 Harlan G. Mendenhall.....311 W. 75th St., New York City
246 Bert Emery Merriam.....Rahway, N. J.
247 Charles Henry Merrill.....St. Johnsbury, Vt.
248 Olin Merrill.....Enosburgh, Vt.
249 John H. Mimms.....Burlington, Vt.
250 Charles E. Miner.....651 St. John Ave., Pasadena, Cal.
251 Harlan Sherman Miner.....Gloucester, N. J.
252 Theodore H. Monroe.....Lisbon, Ohio
253 David Thompson Montague.217 Huntington Ave., Boston, Mass.
254 Charles H. Morrill.....Bakersfield, Vt.
255 John G. Morrison.....1 Fayerweather St., Cambridge, Mass.
256 Clarence E. Moulton.....Montpelier, Vt.
257 Sherman R. Moulton.....Burlington, Vt.
258 Loveland Munson.....Manchester, Vt.
259 Robert Ellsworth Mussey.....912 Mundy Ave., El Paso, Texas.
260 Joel R. Nichols.....131a Dartmouth St., Boston, Mass.
261 Robert Noble.....Burlington, Vt.
262 Andrew B. Oatman.....Bennington, Vt.
263 Arthur G. Osgood.....Randolph, Vt.
264 Carroll S. Page.....Hyde Park, Vt.
265 Charles Parker.....Montpelier, Vt.
266 Harry Elwood Parker.....Bradford, Vt.
267 Amos E. Parlin.....Orleans, Vt.
268 Frank T. Parsons.....Northfield, Vt.
269 Frank C. Partridge.....Proctor, Vt.
270 James Hamilton Peabody.....Canon City, Col.

271 Frederick Salmon Pease.....Burlington, Vt.
272 Mary Everett Pease.....Burlington, Vt.
273 Hamilton Sullivan Peck.....Burlington, Vt.
274 Theodore Safford Peck.....Burlington, Vt.
275 Charles Huntington Pennoyer.....Springfield, Vt.
276 George Henry Perkins.....Burlington, Vt.
277 Walter E. Perkins.....Pomfret, Vt.
278 Richard Franklin Pettigrew.....Sioux Falls, S. D.
279 Ebenezer Sanborn Phillips.....Bridgeport, Conn.
280 Leslie D. Pierce.....Rochester, Vt.
281 Philip T. H. Pierson.....Bennington, Vt.
282 George Sanderson Pingree.....19 Congress St., Boston, Mass.
283 Mary M. Platt.....Shoreham, Vt.
284 Charles Albert Plumley.....Northfield, Vt.
285 Frank Plumley.....Northfield, Vt.
286 Don C. Pollard.....Proctorsville, Vt.
287 John Lyman Porter.....40 Inman St., Cambridge, Mass.
288 Max Leon Powell.....Burlington, Vt.
289 Thomas Reed Powell.....Columbia University, New York City
290 George McClellan Powers.....Morrisville, Vt.
291 John C. Prince.....Bellows Falls, Vt.
292 Mortimer Robinson Proctor.....Proctor, Vt.
293 Redfield Proctor.....Proctor, Vt.
294 Thomas Redfield Proctor.....Utica, N. Y.
295 Charles A. Prouty.....Newport, Vt.
296 George H. Prouty.....Newport, Vt.
297 George Kimball Putnam.....Montpelier, Vt.
298 Ralph Wright Putnam..... Putnamville, Vt.
299 William D. Quimby.....94 Mt. Vernon St., Somerville, Mass.
300 Winfield S. Quimby.....173 Davis Ave., Brookline, Mass.
301 Rollin Lemuel Richmond.....Rutland, Vt.
302 Robert Roberts.....Burlington, Vt.
303 Albert Alonzo Robinson.....900 Tyler St., Topeka, Kan.
304 Arthur L. Robinson.....Malden, Mass.
305 Henry Herbert Ross.....Burlington, Vt.
306 Levi Leroy Rowe.....74 Portland St., Boston, Mass.
307 John W. Rowell.....Randolph, Vt.
308 Harold G. Rugg.....Proctorsville, Vt.
309 William W. Russell..... Montpelier, Vt.
310 Herbert D. Ryder.....Bellows Falls, Vt.
311 H. E. Sadler.....1053 Faxon Ave., Memphis, Tenn.
312 John Garibaldi Sargent.....Ludlow, Vt.
313 *Albert R. Savage.....Auburn, Me.
314 Harley True Seaver.....Barton, Vt.

315 Henry Bigelow Shaw.....Burlington, Vt.
316 William A. Shaw.....Northfield, Vt.
317 Nelson Lewis Sheldon.....108-11 Niles Bldg., Boston, Mass.
318 William B. Sheldon.....Bennington, Vt.
319 George B. Shepard.....Eberhardt Mfg. Co., Cleveland, Ohio
320 *Andrew Jackson Sibley.....Montpelier, Vt.
321 Robert W. Simonds.....Montpelier, Vt.
322 Leighton P. Slack.....St. Johnsbury, Vt.
323 Charles H. Slocum.....Morrisville, Vt.
324 Charles Plimpton Smith.....Burlington, Vt.
325 Clarence L. Smith.....Burlington, Vt.
326 Cyrus Henry Smith.....Bridport, Vt.
327 Edward Curtis Smith.....St. Albans, Vt.
328 Frank N. Smith.....Montpelier, Vt.
329 John Gregory Smith.....St. Albans, Vt.
330 *Robert E. Smith.....White River Junction, Vt.
331 John L. Southwick.....Burlington, Vt.
332 Martha E. Spafford.....Rutland, Vt.
333 Charles Horace Spooner..... Charlestown, N. H.
334 Leverett Wilson Spring.....Williamstown, Mass.
335 Bert L. Stafford.....Rutland, Vt.
336 Wendell Phillips Stafford.....Washington, D. C.
337 Zed S. Stanton.....Roxbury, Vt.
338 Joseph Tuttle Stearns.....Burlington, Vt.
339 George E. Stebbins.....Sheldon, Vt.
340 W. D. Stewart.....Bakersfield, Vt.
341 John Conant Stewart.....York Village, Me.
342 William B. C. Stickney.....Rutland, Vt.
343 William Wallace Stickney.....Ludlow, Vt.
344 Arthur F. Stone.....St. Johnsbury, Vt.
345 Mason Sereno Stone.....Montpelier, Vt.
346 George L. Story.....Waterville, Vt.
347 George Oren Stratton.....Montpelier, Vt.
348 Benjamin Swift.....Woodstock, Vt.
349 Lucius Dennison Taft.....Montpelier, Vt.
350 Charles P. Tarbell.....South Royalton, Vt.
351 James P. Taylor.....Saxtons River, Vt.
352 W. H. Taylor.....Hardwick, Vt.
353 William Napoleon Theriault.....Montpelier, Vt.
354 Isaac Thomas.....Rutland, Vt.
355 John M. Thomas.....Middlebury, Vt.
356 Charles Miner Thompson.....161 Brattle St., Cambridge, Mass.
357 Henry Crain Tinkham.....Burlington, Vt.
358 William Mason Towle.....Potsdam, N. Y.

359 †Harriet Belle Towne.....Burlington, Vt.
360 Philip Crosby Tucker, 3rd.....Vergennes, Vt.
361 L. Curtis Turner.....192 Dartmouth St., Boston, Mass.
362 Albert Tuttle.....Fair Haven, Vt.
363 Egbert Clayton Tuttle.....Rutland, Vt.
364 Charles Tuxbury.....Windsor, Vt.
365 Theodore Newton Vail.....Lyndonville, Vt.
366 William Van Patten.....Burlington, Vt.
367 Josiah William Votey.....Burlington, Vt.
368 *Frank Ardain Walker.....Ludlow, Vt.
369 Roberts Walker.....115 Broadway, New York City
370 Henry Steel Wardner.....55 Wall St., New York City
371 Harris Ralph Watkins.....Burlington, Vt.
372 Alfred Edwin Watson.....Hartford, Vt.
373 Charles Douglas Watson.....St. Albans, Vt.
374 Charles A. Webb.....226 S. O. B. Washington, D. C.
375 William Seward Webb.....Shelburne, Vt.
376 Edward Dwight Welling.....No. Bennington, Vt.
377 Charles Henry Wells.....871 South 17th St., Newark, N. J.
378 Davis L. Wells.....Orwell, Vt.
379 Frank Richardson Wells.....Burlington, Vt.
380 Frederic Palmer Wells.....Newbury, Vt.
381 Edward C. Wheeler.....5 Melville Ave., Dorchester, Mass.
382 James R. Wheeler.....433 W. 117th St. New York City
383 John Brooks Wheeler.....Burlington, Vt.
384 Charles Warren Whitcomb.....Proctorsville, Vt.
385 James A. Whitcomb.....32 East 23rd St., New York City
386 Harrie C. White.....No. Bennington, Vt.
387 Albert M. Whitelaw.....Ryegate, Vt.
388 Oscar Livingston Whitelaw.....409 No. 2nd St., St. Louis, Mo.
389 Elijah Lee Whitney.....Montpelier, Vt.
390 James Benjamin Wilbur.....Manchester, Vt.
391 Lafayette Wilbur.....Jericho, Vt.
392 Frank J. Wilder.....46 Cornhill, Boston, Mass.
393 Daniel Willard.....B. & O. R. R. Offices, Baltimore, Md.
394 Benjamin Williams.....Proctor, Vt.
395 Frank Clifton Williams.....Newport, Vt.
396 Edward Higginson Williams, Jr.....Woodstock, Vt.
397 N. G. Williams.....Bellows Falls, Vt.
398 Stanley Calef Wilson.....Chelsea, Vt.
399 George Washington Wing.....Montpelier, Vt.
400 Gustavus L. Winship.....Fairlee, Vt.
401 *George M. Wright.....280 Broadway, New York City

Corresponding Members.

1 Everett C. Benton.....Boston, Mass.
2 George F. Bixby.....Plattsburg, N. Y.
3 John Dearborn.....Malden, Mass.
4 Herbert W. Denio.....1121 Woodycrest Ave., New York City
5 W. O. Hart.....134 Carondelet St., New Orleans, La.
6 Edward R. Houghton.....Riverside Press, Cambridge, Mass.
7 George Dana Lord.....Hanover, N. H.
8 Henry Harmon Noble.....Essex, N. Y.
9 Edwin Sawyer Walker.....Springfield, Ill.
10 William Copley Winslow.....525 Beacon St., Boston, Mass.

Honorary Members.

1 John W. Burgess.....Columbia University, New York City
2 Charles Edgar Clark.....Navy Department, Washington, D. C.
3 Charles Hial Darling.....Burlington, Vt.
4 John W. Simpson.....25 Broad St., New York City

* Deceased.
† Resigned.

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Report of the Meetings of the Vermont Historical Society

Vermont Historical Society
PROCEEDINGS

ANNUAL MEETING JANUARY 18, 1916.

Pursuant to printed notice, the Vermont Historical Society held its 78th annual meeting in its rooms in the State Capitol at two o'clock, Tuesday afternoon, January 18, 1916.

The meeting was called to order by President William W. Stickney. The following members were present:

William W. Stickney, Edward R. Campbell, George L. Blanchard, Fred A. Howland, George W. Wing, Andrew J. Sibley, Hermon D. Hopkins, Dorman B. E. Kent, Wallace G. Andrews, Frederick D. Long, E. Lee Whitney, Walter H. Crockett, Phil S. Howes, Frederick S. Pease, Guy W. Bailey, Frank C. Partridge.

The records of the public exercises of January 19th and the adjourned meeting of January 20, 1915 were read and approved.

The Secretary being called away, P. S. Howes was chosen Secretary pro tem.

In the absence of the Treasurer, his report was read by the Secretary, and on motion, accepted and placed on file.

The following applications for membership were favorably acted upon and the several applicants made members of the Society:

Henry Steele Wardner, 55 Wall St., New York City.
Henry W. Lund, Canaan, Vt.
Frank Arthur Castle, Pittsfield, Vt.
Albert W. Ferrin, Montpelier, Vt.
Ira Holton Edson, Montpelier, Vt.
James French Dewey, Quechee, Vt.
Harlan G. Mendenhall, 311 W. 75th St., New York City.
Leslie D. Pierce, Rochester, Vt.

Sherman Evarts, Windsor, Vt.
Kemp R. B. Flint, Northfield, Vt.
Lewis C. Carson, Montpelier, Vt.

On motion of Mr. Kent, a committee of three, consisting of Messrs. Kent, Sibley and Pease, was appointed by the chair to nominate officers for the ensuing year. The committee reported, nominating the following list of officers:

President, William W. Stickney, Ludlow.

Vice-Presidents: Fred A. Howland, Montpelier; Theodore N. Vail, Lyndonville; Charles P. Smith, Burlington.

Recording Secretary, Phil S. Howes, Montpelier.

Corresponding Secretaries: Dorman B. E. Kent, Montpelier; Walter H. Crockett, Burlington.

Treasurer, Henry F. Field, Rutland.

Librarian, Dorman B. E. Kent, Montpelier.

Curators: John M. Thomas, Addison County.
Hall Park McCullough, Bennington County.
Henry Fairbanks, Caledonia County.
Henry B. Shaw, Chittenden County.
Porter H. Dale, Essex County.
Frank L. Greene, Franklin County.
Nelson W. Fisk, Grand Isle County.
Carroll S. Page, Lamoille County.
Hale K. Darling, Orange County.
Frederick W. Baldwin, Orleans County.
Frank C. Partridge, Rutland County.
Andrew J. Sibley, Washington County.
Lyman S. Hayes, Windham County.
Gilbert A. Davis, Windsor County.

Guy W. Bailey, Secretary of State,
Horace F. Graham, Auditor of Accounts,
George W. Wing, State Librarian,
} Members *ex officio.*

On motion of Mr. Wing, the Secretary was instructed to cast a ballot for the nominees and on such ballot being cast, the above list of officers was declared elected.

The report of the Librarian was read and, on motion, accepted and placed on file.

On motion of Mr. Crockett, the following resolution presented by Dr. Campbell was adopted:

WHEREAS, In His Divine Providence it has seemed fit to Almighty God to remove from this earthly sphere our beloved vice-president and sincere friend

JOSEPH A. DEBOER.

WHEREAS, by this act of the Divine Will the VERMONT HISTORICAL SOCIETY has met with an irreparable loss in the passing from this life of our Vice-President whose influence with his genial and inspiring presence was most potent in the success of this society

WHEREAS, The nation and humanity have lost a most faithful servant whose ability, honesty, and interest in all good works have caused him to be held in affectionate regard, not only by us, but also by the city in which he lived and by his colleagues in the world of business, science and literature that he served so faithfully in his effort to add to human happiness.

RESOLVED, That we, the members of the Vermont Historical Society, tender to the bereaved family our most heartfelt sympathy in their great sorrow.

RESOLVED, That we most honor the memory of our deceased friend and Vice-President by striving to emulate his virtues. Be it also

RESOLVED, That these resolutions be spread upon our records and that a copy be presented to the family.

On motion of Mr. Kent, the following resolution, presented by Mr. Sibley, was adopted:

RESOLVED, That a sum of money not to exceed $15 be appropriated or otherwise raised and used by the proper officials to pay for engrossing one copy of the Resolutions regarding our Vice-President, Joseph A. DeBoer, this copy

to be sent Mrs. DeBoer. That these resolutions be signed by our president, secretary and resolution committee of three.

On motion of Mr. Crockett, a committee composed of the President, Librarian and Mr. Sibley, was directed to secure a portrait of Mr. DeBoer.

On motion of Mr. Sibley, the thanks of the Society were given Mr. Kent for his article, "One Thousand Men".

The President appointed the following committees:

On Library: Fred A. Howland, Hall Park McCullough, Frank C. Partridge.

On Printing: Dorman B. E. Kent, Phil S. Howes, Walter H. Crockett.

On Finance: Gilbert A. Davis, Frank C. Partridge, Fred A. Howland.

On motion of Mr. Sibley, the meeting adjourned.

A true record.

Attest: PHIL S. HOWES,

Secretary, Pro Tem.

ANNUAL MEETING—JANUARY 16, 1917.

Pursuant to printed notice, the Vermont Historical Society held its 79th annual meeting in the reception room in the State Capitol at two o'clock, Tuesday afternoon, January 16, 1917.

The meeting was called to order by President William W. Stickney, the following members being present:

William W. Stickney, Dorman B. E. Kent, George W. Wing, Wallace G. Andrews, Fred Blanchard, James B. Estee, Andrew J. Sibley, Frederick D. Long, Frank Plumley, Zed S. Stanton, John W. Gordon, George L. Blanchard, Frederick W. Baldwin, James B. Wilbur, Henry H. Ross, Edward R. Campbell.

The records of the meeting of January 18, 1916 were read and approved.

The report of the librarian, Dorman B. E. Kent, was read by him and accepted and adopted. It showed the addition of a considerable number of volumes to our already valuable collection of historical and genealogical works. He has also gathered a valuable collection of book plates to which many additions are still being made.

In the absence of the Treasurer his report was read by the Secretary and on motion accepted and adopted.

On motion of Mr. Baldwin, voted that the President appoint a nominating committee of three to place in nomination a list of officers for the ensuing year.

The President appointed as this committee Messrs. Baldwin, Stanton and Andrews, who reported, presenting the following list of officers for whom the Secretary was directed to cast a ballot on motion of Mr. Wing and they were declared elected.

President, William W. Stickney.
Vice Presidents: Fred A. Howland, Montpelier; Charles P. Smith, Burlington; Frank Plumley, Northfield.
Recording Secretary, Phil Sheridan Howes, Montpelier.
Corresponding Secretaries: Dorman B. E. Kent, Montpelier; Walter H. Crockett, Burlington.
Treasurer, Henry F. Field, Rutland.
Librarian, Dorman B. E. Kent, Montpelier.
Curators: John M. Thomas, Addison County.
Hall Park McCullough, Bennington County.
Henry Fairbanks, Caledonia County.
Henry B. Shaw, Chittenden County.
Clarence E. Cutting, Essex County.
Frank L. Greene, Franklin County.
Nelson Wilbur Fisk, Grand Isle County.
Carroll S. Page, Lamoille County.
Hale K. Darling, Orange County.
Frederick W. Baldwin, Orleans County.
Frank C. Partridge, Rutland County.
Andrew J. Sibley, Washington County.

Lyman S. Hayes, Windham County.
Gilbert A. Davis, Windsor County.

Guy W. Bailey, Secretary of State.
Benjamin Gates, Auditor of Accounts,
Geo. W. Wing, State Librarian,
} Members *Ex-officio.*

The following applications for membership were favorably acted upon and the several applicants made members of the Society:

Dr. John Clark Brown, Wichita, Kansas.
William Hoyt Carter, Proctor, Vermont.
Rev. Marcellus H. Farman, Westfield, Vermont.
Will D. Gould, 82-85 Temple Block, Los Angeles, Cal.
Mrs. C. A. Keeler, Westboro, Mass.
Frank J. Martin, Barre, Vermont.
Charles E. Miner, 651 Saint John Ave., Pasadena, Cal.
Rev. John C. Prince, Bellows Falls, Vermont.
N. G. Williams, Bellows Falls, Vermont.

Mr. G. L. Blanchard advocated that some recognition should be given the memory of Ammi B. Young, the architect who designed the State House.

Voted that a committee of three be appointed to secure an appropriation for a bronze tablet for this purpose. The President appointed on this committee Messrs. Wilbur, Estee, and G. L. Blanchard.

A letter from Marshall J. Hapgood was read, urging action in the interests of a statue of Ira Allen.

On motion of Dr. Campbell the following resolution was adopted:

WHEREAS, In His Divine Providence it has seemed fit to Almighty God to remove from our sight our beloved friend and member,

CLARKE C. FITTS,

WHEREAS, By this act of His Divine Will the Vermont Historical Society has met with a most serious loss in the passing from earth life to a higher sphere of activity, in the

very prime of a most worthy manhood, this member, whose inspiring presence acted as an uplift to all members of our society.

WHEREAS, The community in which he lived and worked, the Green Mountain State which he loved so well, and served so faithfully have held him in most affectionate regard.

RESOLVED, That we, the members of the Vermont Historical Society, tender to the bereaved family our most heartfelt sympathy in their great sorrow; be it,

RESOLVED, That we will honor the memory of our deceased friend by striving to emulate his virtues; be it also,

RESOLVED, That these resolutions be spread upon our records and a copy be presented to the bereaved family.

On motion of Mr. Kent it was voted that the Secretary be instructed to write delinquent members that if their dues were not paid before the next annual meeting that their names would be dropped from the roll.

On motion of Mr. Kent, voted that in case any of the officers are not eligible, the Secretary shall have authority to fill the vacancy.

Mr. Baldwin presented a notice of a proposal to change Article V of the constitution so that it shall read:

"All members (honorary and corresponding members excepted), shall pay on admission the sum of two dollars and an additional sum of one dollar annually—however upon the payment of fifty dollars, any member may become a life member of this Society without admission fee or annual dues."

The President appointed as standing committees the following:

On Library: Fred A. Howland, Hall Park McCullough, Frederick W. Baldwin.

On Printing: Dorman B. E. Kent, Phil S. Howes, Walter H. Crockett.

On Finance: Frank C. Partridge, Andrew J. Sibley, Charles P. Smith.

On motion of Mr. Kent, voted to take a recess until 7:30 o'clock to meet in the Hall of the House of Representatives.

A true record.

Attest:

PHIL S. HOWES,
Recording Secretary.

PUBLIC EXERCISES OF THE VERMONT HISTORICAL SOCIETY, JANUARY 16, 1917.

The Society met at 7:30 o'clcok in the Hall of the House of Representatives as provided in the vote for recess.

President Stickney called the meeting to order and requested Rev. Marcellus W. Farman, Chaplain of the Senate, to offer prayer.

The President in his opening remarks briefly mentioned the organization and work of the Vermont Historical Society and the value of its work to the state.

Hon. Lyman S. Hayes was then presented to the meeting and delivered an extremely interesting and instructive address on the "Navigation on the Connecticut River". At the close of the address the following resolution was proposed by D. B. E. Kent and unanimously adopted:

RESOLVED, That the thanks of the Vermont Historical Society are hereby extended to Hon. Lyman S. Hayes for his very able and interesting address on the subject of "Navigation on the Connecticut River", and that Mr. Hayes be requested to furnish a copy of his remarks to this Society for publication in its proceedings.

On motion of Mr. Kent the meeting adjourned to meet March 1, 1917 in the rooms of the Society in the State House at two o'clock in the afternoon.

A true record.

Attest: PHIL S. HOWES,

Recording Secretary.

Adjourned Meeting, March 1, 1917.

Pursuant to adjournment, the Vermont Historical Society met in its rooms in the State Capitol at two o'clock Thursday afternoon, March 1, 1917.

The following members were present: President Stickney in the chair, D. B. E. Kent, George W. Wing, Frederick D. Long and Phil S. Howes.

The following applications for membership were presented:

John E. Gale, Guilford, Vt.

Wm. D. Hassett, National Press Club, Washington, D. C.

Joseph Tuttle Stearns, Burlington, Vt.

Philip Crosby Tucker, 3rd, Vergennes, Vt.

On motion of Mr. Kent the Secretary was directed to cast a ballot for the candidates and they were declared elected.

Henry Harmon Noble, Essex, N. Y., was elected a corresponding member.

The resignation of George B. Lawson was presented and accepted.

On motion of Mr. Wing, Mr. Walter H. Crockett was elected a member of the Board of Geographic Names under the Act of 1917.

On motion of Mr. Kent, Mr. Walter H. Crockett was chosen to write the obituaries of the deceased members.

The following resolution was adopted upon motion of Mr. Kent:

WHEREAS, The Vermont Historical Society, holds in trust a fund now amounting to $3,800, to be used when sufficient in amount to procure a statue of George Dewey, Admiral of the Navy

WHEREAS, on January 17, 1917, he departed this life in Washington, D. C. He lived and died in the service of his country and a Nation mourns his death and acclaims his great career. He was a Vermonter and Vermont shares in the glory of his achievements

WHEREAS, it seems most fitting at this time to adopt measures to increase said trust fund and make it adequate to carry out its noble purpose, therefore, be it

RESOLVED, That a committee of fifteen be appointed by the President of the Society, of which he shall be a member and chairman, for the purpose of soliciting donations to advance at once the original design of honoring the hero of Manila Bay by a heroic statue to be erected in or near the Capitol building in his native city and state

RESOLVED, That when sufficient funds are raised for the object above named the President of the Society and four other members thereof to be by him appointed, shall be a committee authorized and empowered to select a design and contract for said statue and locate the same when authorized by law.

A letter from Mr. Hapgood was considered, urging that some action be taken regarding the Ira Allen Memorial. The Secretary was directed to send a letter to the members of the Legislature inviting them to become members of the Society.

On motion of Mr. Howes, voted to adjourn to April 17, 1917 at two o'clock in the afternoon.

A true record.

Attest: PHIL S. HOWES,

Recording Secretary.

Pursuant to adjournment the Vermont Historical Society met at its rooms in the State House at Montpelier at two o'clock, Tuesday afternoon, April 17, 1917.

There being no business to transact, the meeting adjourned.

A true record.

Attest: PHIL S. HOWES,

Recording Secretary.

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Librarian's and Treasurer's Reports

January 18, 1916 and January 16, 1917

Librarian's Report

1916

To the Hon. William W. Stickney, President of the Vermont Historical Society:

SIR:

I again have the honor to submit to you my report as your Librarian.

This report although shorter I regret than many preceding it, really traverses a longer period of time as it is for the period beginning in October, 1914, and ending today in 1916, a year and some three months owing to the change of the date of the annual meeting from October to January which was voted last year.

The period just closed, has, I believe been one of average prosperity for the Society.

During the year ending February 1, 1915, practically all of the money given us by the State for the purchase of books was expended by me and this year will see even a smaller sum than usual to be returned to the State Treasurer. As usual, genealogies and town histories have comprised the major portion of new books secured and today I am certain there are housed in this room and in the State Library adjoining it a much larger collection of works on those subjects than can be found elsewhere in Northern New England.

Your librarian has thought best to find room for the few genealogical books owned by the Vermont Society of Colonial Dames. As you may recall, these good women for a long time have been anxious, in return for the benefit they have received from study here, to supplement our own collection with books of value which they wished to buy and loan to us. I have assisted them in their purchases and I am certain that the thanks I have more than once expressed to them came from you all, at least in spirit.

I have so many times, in my annual reports to you as librarian, complained of our serious lack of room and of the

make-shift arrangements we have long been obliged to employ that it is needless for me again to re-tell the old, old story except to say that to quote an old phrase, "Things are growing no better very fast".

But this annual meeting should, I feel, be one of the most happy occasions ever held by the Vermont Historical Society for it is the first time its members ever gathered with the knowledge that very soon, perhaps within a twelve-month, this Society will occupy large, new and commodious quarters erected especially for it and providing for the housing and display of its entire collection for long years to come.

I wish here as one member of this Society to express my appreciation to you, President Stickney, of the excellent work you have done for us all in this matter, not alone as a member of the building committee since the Legislature voted for it, but as well during all the years that I have been associated with you in this work.

Let me assure all within the sound of my voice, and every man who in later years may read these words that to W. W. Stickney more than to any other man or set of men in this Society is due the credit of leaving no stone unturned and no chance unheeded to "push and work" for a new building in which can be kept for public use the entire collection of the Vermont Historical Society.

Since our last annual meeting the Proceedings for 1913-1914, have been struck from the press and copies I am sure in all your homes long since.

This book of three hundred and ten pages is by far the largest ever gotten out by the Society and by many is considered the most valuable. Its principal articles in addition to the records of our regular work are, as you know, a splendid article on the life of Redfield Proctor, an article on Otter Creek in History, one on the unveiling of the Daniel P. Thompson tablet and one dealing with the records of One Thousand men who, to the mind of your librarian, might be considered the greatest men born in Vermont.

Eleven new men of sterling worth will be voted into membership here today, but alas! the grim reaper has taken his toll and drawn it heavily since last we met. Such men as Charles E. Allen of Burlington, John E. Harris of St. Johnsbury, John E. Goodrich of Burlington, George E. Littlefield of Boston, John G. McCullough of Bennington, Robert H. Whitelaw of St. Louis, Mo., Urban A. Woodbury of Burlington, Wilbert L. Anderson of Berkshire, L. Bart Cross of Montpelier and the last to die and the greatest Roman of them all—Joseph Arend DeBoer, we perhaps may never find again. The loss to this Society, my friend, of those splendid men is not easily repaired and their work with us I am certain will not soon be forgotten.

Mr. President, this completes my report as your librarian for the period ending January 18, 1916.

DORMAN B. E. KENT.

LIBRARIAN'S REPORT, 1917.

To the Hon. William W. Stickney, President of the Vermont Historical Society:

SIR:

I have the honor as Librarian, to submit to you as President, my report of the work done in the library of the Vermont Historical Society, and with it, advise you of our accessions in both the library and the museum for the year terminating on this date, January 16, 1917.

We have had for our disposal during the year ending February 1st next, our usual appropriation of $500 from the State for the purchase of books and for binding. Of this sum, $499.80 has been expended and the balance of twenty cents will be turned back to the Vermont State Treasurer sometime this month.

Of the appropriation, $457.80 was used for the purchase of books and $42 for binding.

As I understand the law, a sum not to exceed $100 of the sum allowed us may be annually expended for binding books and pamphlets. Many of the very best and most valuable of the older genealogies and town histories are bound in paper only and this year I have had bound in cloth some several of such works that have accumulated.

I have long known too that the Society has never possessed in compact form a complete collection of our own Proceedings. Such a collection has been gathered and it is now bound in ten volumes of uniform size and appearance.

During the past year I have bought but twenty-seven genealogies for the Society, at an average cost of $6.04.

Some years ago, such works averaged in the aggregate about $5 each, but like all other things one has to have, genealogies too, have commenced to soar in price. The reason more genealogies have not been purchased is not that I have not found many for sale which we do not own but rather, that this year it seemed to me we ought to set aside a substantial sum from our annual appropriation in order that we, the Historical Society of Vermont, might secure for our shelves many books relating to our Commonwealth that we did not already possess.

Accordingly in June last, I went to Rutland and selected from the stock of the Tuttle Company some seventy-two volumes properly belonging in any collection of Vermont books.

I have also picked up from time to time at private sale some few other Vermont books and these together with about ten miscellaneous volumes brings our total accession by purchase during the year of about one hundred and twenty-five volumes of genealogies, town histories and books of value to Vermonters at an average cost of $3.65 each.

In connection with the above it may be stated that we now own some four hundred and thirty genealogies, the State two hundred and twelve and the Vermont Society of Colonial Dames has deposited with us seventy-two, making about seven hundred and fourteen books on family

history, an increase of nearly five hundred volumes in five years.

We have in addition over three hundred New England town histories and these together with those owned by the State make a sum total of nearly fifteen hundred volumes of tremendous value to students of history. The Colonial Dames have again added to their collection of books, under the supervision of Mrs. Wallace G. Andrews of this city, and your librarian. These books are loaned, permanently I believe, to our Society and the coming year their appropriation for such work has been increased to $200. I am certain the thanks of all the members of this Society are due and given to these women for their kindness and interest in assisting us to gather under one roof as complete a collection of family and town histories as can be found north of Boston in New England.

In May last, an artist from New York came to the Capitol to clean and revarnish the portraits of the Governors. Arrangements with this man and the State Auditor were made whereby our own paintings, some twenty in all, were cleaned without expense to the Society.

We have been given this year by the family an excellent oil painting of the Rev. Aaron Leland. This man as you know, was a Baptist minister of parts and ability, who was Lieut.-Governor of Vermont from 1822 to 1827. Judging from the expression of his face in the picture we own he certainly must have been a terror to evil-doers.

Last March I received from Frank H. Foster, trustee of the Burrows Estate of Madison, Wis., a large oil painting of Daniel P. Thompson, the historian. This likeness shows him smooth faced, a man of about forty-five and its existence was hitherto unknown, not alone to us of the Society but to his relatives here in the East as well. And curiously enough we have discovered another unknown likeness of this man, this one being a small photograph taken of him with a full beard and very late in life. I have had this enlarged and am told by Mr. Wing, the State Librarian, that it is the only

perfect likeness of the old patriarch as *he* knew him, that he has ever seen.

I have secured also for a ridiculously small sum a large crayon portrait of Senator William Upham, made in Philadelphia in the early fifties shortly before his death. From this portrait was reproduced the likeness of the Senator which appears in Hemenway and so far as I can discover it is the only one ever made of this distinguished man.

I would say also that we have received this year from Sherman Parker of Barre, a drum carried in the Civil War; from the Hon. Matt Jones of Boston, a goodly number of manuscript sermons of Samuel Williams, the author of Williams' History of Vermont; from Rev. Myron A. Munson, wood from old Fort Vengeance; from the Vermont Society of the Daughters of 1812, a horn or cornet used at the battle of Plattsburgh; from William Foster of this city a fife played at the same time; and from Mr. W. H. Follett a horn used in Africa by a chief and made from the tusk of an elephant. A collection of over one thousand book plates of public, college and society libraries and of private individuals as well, has been gathered during the year. Nearly all large libraries collect plates and using our own excellent one in exchange, I have succeeded in getting together one of the largest collections in New England.

Of the two hundred and forty-six towns in Vermont, town histories have thus far been written of forty-two of them. Each year now sees at least one or two added and 1916 marked the publication of those of St. Johnsbury and Jericho.

Many years ago there was given to us a manuscript history of Marlborough, from the pen of Rev. Ephraim H. Newton. This work is well done and it seems a pity that it should be hidden from public use and benefit. I call your attention to the advisability in my opinion of corresponding with the town clerk of Marlborough, advising him of what we have and suggesting his placing an item in the warning for the next March meeting in Marlborough, to see if the

town will take steps to publish this work. I should judge it would be no more than fair if we gave them the manuscript, that they should in turn present us with forty copies of the finished book. I present this matter for your consideration.

At the beginning of the year about sixty historical societies were sending us their publications and by correspondence this number has during the twelve months been increased by about twenty. The number of books and pamphlets annually received from these societies is large and valuable, but owing to our crowded space we have never been able to place these works before the public, but now of course all are well aware that at last the long looked for and long prayed for new State building stands, intact at least on the outside, on the low land adjoining these grounds. The arrangements for the housing of our library and collections are ample, not alone for our present needs but for many decades to come as well. As I understand it, the excellent collections of minerals, and animals and bugs and birds and bees cared for by Prof. Perkins, is to be exhibited closely adjacent to our own in this new building and no one can feel but confident that these two collections housed together in commodious and well arranged quarters will be of interest and advantage to the whole public, old and young.

I have long felt and feel now that many a transient visitor to this Capitol building has never discovered even what little we can now expose for view, tucked away as we necessarily are up in this small side room. Here, being directly adjacent to the Vermont State Library, the officers and clerks of that institution have for over thirty years been enabled to have oversight of our room. While we have given them freely, desk space for their own purposes, yet few stop to consider that without their courteous assistance during all this time, our own belongings would have had to have been locked from view unless means had been annually provided for a caretaker in constant attendance. When we move to the new building however, the State Library and its staff will be quartered on floors above. And then, in order

that the library of the Vermont Historical Society may be open to the public, funds will have to be provided for some one to look after our rooms or they must be closed.

The Vermont Historical Society while it has had in its membership for over three-fourths of a century nearly every leading man of Vermont and many of them of large means, yet when our members have come to draw their wills in the past, for some reason all who have thus far died have forgotten us, the Society never having received one penny from the estate of any individual.

We rely for our expenses of maintenance solely on our dues. During the five years in which I have been your librarian and as some have said "general manager here at home", we have gotten along on less than eighty-five cents a day and the sum of money in our treasury is indeed small.

This society is a part of the State of Vermont. Its interests are her interests and her interests are our own. Every State in this country but three has a State Historical Society and all draw from their States, financial support. Our own has for a long time been $500 a year for the purchase of books and biennially the cost of publishing our Proceedings has been borne by the Commonwealth. It is a fact that a very few Societies receive less from their State than do we and it is equally a fact that nearly all receive far more. The Wisconsin Historical Society receives I believe $30,000 every year.

In case of our dissolution the State would become the residuary legatee of our entire holdings, hence we are but the caretaker for Vermont of a library and a museum relating to her long history and her present development. As such it seems the real duty of the State to annually appropriate, as suggested by Governor Graham in his message, a sum sufficient to employ some person to have oversight and to keep from harm the sacred chronicles of our fathers, held by us not alone for the interest of the strangers within our gates, but for the education and enjoyment of every son of Vermont as well. I trust it will.

Yours with respect,

DORMAN B. E. KENT, *Librarian.*

Treasurer's Report

1914-15-16.

Henry F. Field, Treasurer, in Account with Vermont Historical Society.

		Dr.	Cr.
1914			
Oct.	To balance from last previous report.....		$ 772.30
1916			
Jan. 15	To cash for arrears of annual dues 1912 and earlier.....	$ 15.00	
	Cash for arrears of annual dues, 1913.....	36.00	
	Cash for arrears of annual dues, 1914 additional.....	189.00	
	Cash for arrears of annual dues, 1915 part.....	203.00	
	Cash for arrears of annual dues, 1916 in advance.....	3.00	
	Cash membership dues, 1911.....	2.00	
	Cash membership dues, 1914.....	40.00	
	Cash membership dues, 1915.....	42.00	
	Cash from D. B. E. Kent, sale of books.....	3.75	
	Cash interest from Montpelier Savings Bank & Trust Co.....	26.72	
			$560.47
			$1,332.77

Cr.

1914		
Dec. 7	By paid Clair Templeton, work on books.....	9.60
1915		
Jan. 2	By paid D. B. E. Kent, librarian, salary and disbursements.....	48.91
April 28	Paid D. B. E. Kent, librarian, salary and disbursements.....	58.49
	Paid E. S. Wilson, bill typewriting.	9.20
	Paid Clair Templeton, moving books.....	5.60

1915			
June 7	Paid Ethel Ball, catalogue work...	25.00	
	Paid D. B. E. Kent, librarian, salary and disbursements.....	33.64	
	Paid D. B. E. Kent, librarian, salary and disbursements.....	42.72	
	Paid E. S. Wilson, bill typewriting.	7.25	
	Paid Free Press Association, reprint "One Thousand Men"...	56.00	
	Paid H. F. Field, treasurer, disbursements and postage.....	7.32	
	Balance in treasurer's hand	1,029.05	
			$1,332.77
			$1,332.77

THE DEWEY MONUMENT FUND TRUST.

		Dr.	*Cr.*
1914			
Oct. 20	To balance from last previous report...	$3,439.67	
1916			
Jan. 15	Interest from Montpelier Savings Bank & Trust Co.....	210.50	
	Balance in treasurer's hand		3,650.17
		$3,650.17	$3,650.17

HENRY F. FIELD,
Treasurer.

TREASURER'S REPORT.

1916-1917.

Henry F. Field, Treasurer, in Account with Vermont Historical Society.

		Dr.	*Cr.*
1916			
Jan. 15	To balance from last report.....		$1,029.05
Feb. 7	Cash from D. B. E. Kent, books sold.....	4.00	
June 15	Cash from D. B. E. Kent, books sold.....	18.50	

1916			
July 10	Cash from D. B. E. Kent, books sold	5.50	
	Membership dues elections of 1916	22.00	
	Membership dues elections, 1917 in advance	4.00	
	Arrears annual dues, 1913 and prior	12.00	
	Arrears annual dues 1914	22.00	
	Annual dues 1915, additional	97.00	
	Annual dues, 1916, partial	157.00	
	Annual dues, 1917 and 1918	4.00	
1917			
May 1	Interest Montpelier Savings Bank & Trust Co	18.72	
			364.72
1916			
Jan. 19	By paid D. B. E. Kent, librarian, salary and disbursements	34.64	
	Paid Ethel Ball, bill cataloguing	13.50	
May 3	Paid D. B. E. Kent, librarian, salary and disbursements	49.51	
	Paid E. J. Plansier, engross resolutions	12.00	
	Paid Clair Templeton, moving books, etc	10.00	
	Paid Capital City Press, printing, etc	18.75	
June16	Paid D. B. E. Kent, librarian, salary and disbursements	54.50	
Oct. 3	Paid D. B. E. Kent, librarian, salary and disbursements	46.31	
	Paid Dean W. Edson, letter heads, etc	5.65	
	Paid Ethel Ball, cataloguing	9.00	
Dec. 14	Paid Clair Templeton, moving and cleaning books	4.00	
	Paid D. B. E. Kent, librarian, salary, etc	44.75	
Jan. 13	Paid Henry F. Field, treasurer, disbursements and postage	5.22	
	Balance in treasurer's hand	1,085.94	
		$1,393.77	$1,393.77

THE DEWEY MONUMENT FUND TRUST.

1916		*Dr.*	*Cr.*
Jan. 15	To balance from last report.....	$3,650.17	
	Interest from Montpelier Savings Bank & Trust Co.....	147.46	
	By balance on deposit Montpelier Savings Bank & Trust Co.....		$3,797.63
		$3,797.63	$3,797.63

HENRY F. FIELD,

Treasurer.

'OHN ATKINSON OF LONDON AND BELLOWS FALLS 1742-1823
BUILT THE BELLOWS FALLS CANAL, 1792

49.50

The Navigation of the Connecticut River

Address before the

Vermont Historical Society

By HON. LYMAN S. HAYES

In the Hall of the House of Representatives,
January 16, 1917.

The Navigation of the Connecticut River

The Connecticut River (named by the Indians "Quon-eh-to-kot", meaning "Long River") is the longest in New England, and has been more generally navigated, and to a greater distance from tide-water, than any other river in the same territory. Its length from the source among the Connecticut Lakes in northern New Hampshire to the mouth, Saybrook Point on Long Island Sound, is 335 miles, measured by the railroad lines along its banks. The river's winding course makes its entire length a somewhat greater distance. The fall in the water from the surface of the Connecticut Lakes to the Sound is 1589 feet.

It is difficult to convince those who are familiar with the stream only in its present state, that within a comparatively short time it was possible to float merchandise in any such quantities or so great bulk as the last few years of the 18th century, and first of the 19th, saw transported up and down the river. It is true of this, as of other bodies of water in all parts of the world, that forest denudation on watersheds and changes in climate have greatly reduced the amount of water. All traditions and records place the present average flow in the Connecticut at from 35 to 40 per cent of that a century ago.

The earliest navigators of the river were the Indians, who with their bark canoes, or dug-outs, passed up and down upon their errands of peace and war. There being no roads and only the rudest of trails, the frozen surface of the river in winter and the comparative ease of paddling their small canoes in summer, made it an artery to connect the northland with the south which was availed of almost universally. An instance is recorded of an historic errand of mercy before civilization had reached above the northern bounds of Connecticut, when, during a year of famine to the colonists of Connecticut a fleet of fifty bark canoes and dug-outs loaded heavily with Indian corn was paddled down the river by stalwart Indians from many miles north.

William Pynchon in 1636 established an important trading post at Springfield, Mass. and for fifty years or more, Indians from all points to the extreme source of the river went down in large numbers carrying valuable cargoes of the pelts and fur of the wild game so abundant throughout the entire length of the noble stream. These were principally beaver, grey and red fox, marten, mink, raccoon, deer and moose.

The river was put to a much different use in March, 1704, when a large party of French and Indians went down the river on the ice and sacked Deerfield, returning with many prisoners. On their way back they followed the Connecticut to the Williams, White and Wells rivers, at each of which a portion of the prisoners were taken by the captors over the various routes to Lake Champlain and Canada, always following the water courses covered by ice.

History records that the first white man to ride upon its bosom was the Spanish discoverer, Estevan Gomez, who, in 1525, on his voyage along the coast line from Labrador to Florida, discovered its mouth and sailed a short distance up its broad waters. It was not, however, until 1614 that navigation may be said to have been established. In that year, six years before the Pilgrims landed at Plymouth, Adrian Block, a Dutch navigator, was the first white man to explore the river from its mouth to the first rapids at Enfield, Conn., sixty miles. His trip was made in a small sailing vessel built in New York and named the Restless. Enfield Falls, which marked the end of his voyage of exploration, (now Windsor Locks, in Connecticut), has always been the limit of effective tide-water navigation, altho since the completion of railroads up the valley but few boats have been run above Hartford, twelve miles below, the problem of traffic having been much greater above this point, owing to the numerous falls and shoals.

In 1760, immediately following the close of the last French and Indian war, the attention of English citizens, and English capital, was directed to the advantages for settlement

and consequent agricultural, commercial and manufacturing purposes of that portion of New England drained by the Connecticut river and its tributaries. While the territory had been the battle ground between the French and English forces, the many soldiers and military attaches, in passing up and down the river, had come to know the fertility of the soil, the unsurpassed scenery, and the desirable climate. Upon their return to England they told such wonderful tales regarding this hitherto unknown country that a large influx of sturdy settlers made their homes here within a few years, upon the broad meadows of this noble stream, upon the narrower meadows of every tributary, and upon the uplands about them.

In 1760 there were but a few hundred residents in the river basin above the present boundary of Massachusetts. In 1791, three decades later, there were on the west side in the counties of Windham, Windsor and Orange in the State of Vermont, a total of 43,970 souls, as shown by the census enumeration of that year. It is probable there was a larger number on the east side of the river in New Hampshire,—possibly 100,000 in all. Authentic records and all tradition show that nearly all of these had ascended the river by canoes and boats of various form and size. It is probable that many a hardy pioneer made his way up the river into the almost unbroken wilderness in a rude flat boat, the precurser of the larger one of later years, bringing with him, to share his toils and privations, his wife and children and surrounded by his household goods and farming utensils.

As the number of inhabitants increased, necessity arose for some public means of travel and freighting. It was essential to get supplies up the river and the products of the forests and farms down to the markets, the most important of which was at that time Hartford, Conn. Thus the problem of transportation early became an important one, there being at first along the banks of the river only the rude trails of the Indians—gradually made passable for ox-teams. From the beginning, the navigation of the river itself furnished the

easiest and most natural means of communication with the outside world for the settlers upon a large and valuable tract of land situated in the very center of New England.

The flat-boat, propelled by oars, poles and sails, and for a few years by towing steamers was the earliest and most successful method. It was in general use from 1785 to 1855, or thereabout. The boats most used would carry 30 tons and drew only from 12 to 18 inches of water. From 1824 to 1835 steam was used extensively, and various corporations and individuals engaged in the business, but always losing the capital invested. In 1831, a steamer built at Springfield, Mass., and named for the noted American traveler, John Ledyard, succeeded in making the trip from tide-water to a point a short distance north of Wells River, Vt., 280 miles from the mouth of the Connecticut. For a few years steam-boats plied more or less regularly between these two points. But with a fall of 420 feet, it is no wonder that the cost of navigation was prohibitive.

In the last years of the eighteenth century the inhabitants of the valley, and persons elsewhere who were interested in its trade, felt the need of cheaper and quicker river transportation. This need developed the scheme of a system of canals which should allow boats from tide-water to ascend and descend the river without reloading. Until this time freight transported up and down the river on flat boats was removed and "carried" as it was called around the different falls by teams, then reloaded upon other boats for its journey over the next navigable reach of the river. This furnished definite and remunerative employment at each "carry" for dwellers near the falls. In many instances this work was the occupation of the leading citizens of the communities which later developed into the largest and most prosperous villages on the river.

The capital for the building of these canals and locks was furnished largely by English and Dutch investors. An illustration of the influence the system was expected to have upon the commerce of the world is shown by the following

quotation from a paper published in London in 1797, in which, commenting upon the progress of the work of the Bellows Falls Canal, then in process of construction, this canal was said to be "a water communication with the River Thames—a glorious prospect for both countries and a source of commerce and wealth to draw still closer between them the ties of amity."

Between the years 1791 and 1800 five important canals were projected, and work begun upon them, English capital going, in general, to those north of the southern boundary of New Hampshire and Vermont; while south of that point it was provided by the owners of the "Dutch houses", as many of the principal trading houses in Connecticut and Massachusetts were early called. These canals were at Olcotts Falls, now Wilder, Vt., just south of Hanover, N. H., Summer's Falls, midway between North Hartland and Hartland, Vt.; Bellows Falls, Vt.; Turners Falls and South Hadley Falls in Massachusetts. A sixth canal, the most southerly, was completed in 1829 at Windsor Locks, Conn.

These six canals were built primarily to assist in the navigation of the river, but all except the one at Hartland, have been used to a greater or less extent ever since they were built, for furnishing power to turn the wheels of industry.

By means of these canals it was made possible to ascend and descend the river with flat boats of small draft for a distance of over 280 miles without trans-shipment, and, as stated, a steamer at one time accomplished the task of navigating nearly the entire distance.

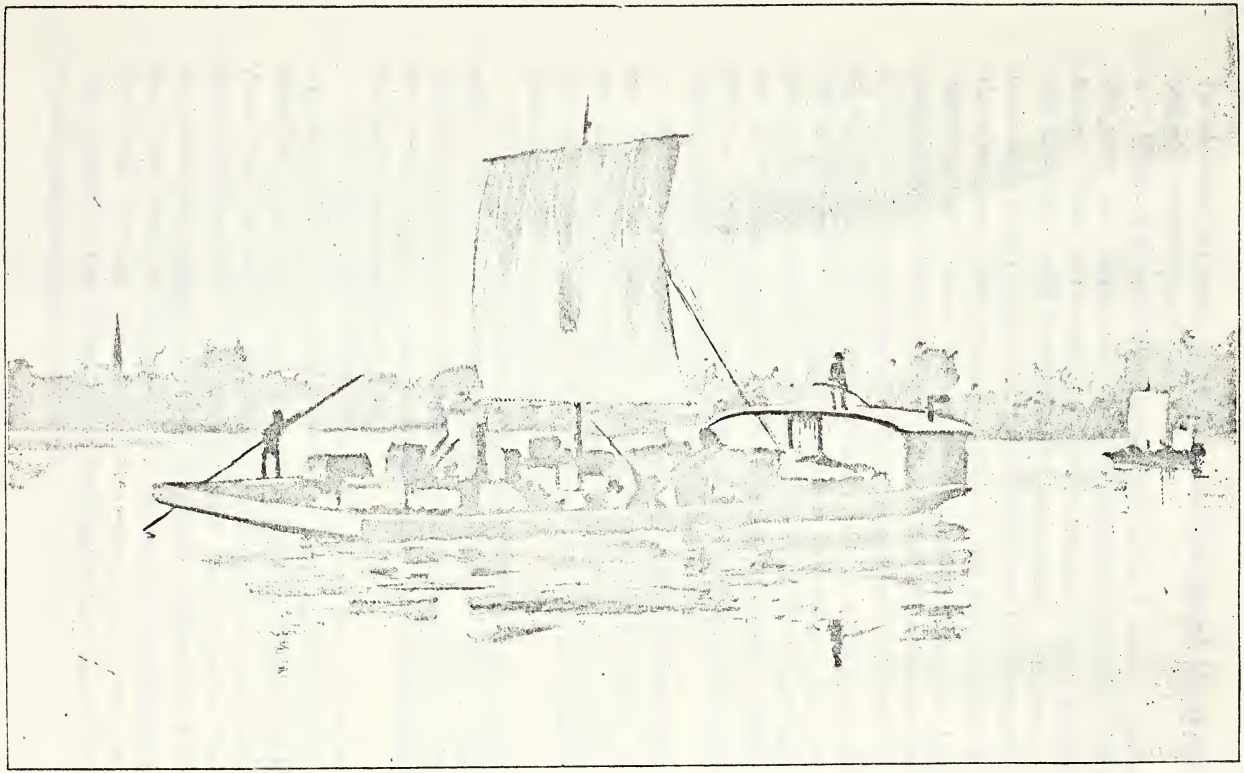
Although the obstacles to navigation were great, the cost of transportation by river was much less than by any other method until the era of the railroads.

Following those inventions of recent years which resulted in the manufacture of paper from wood pulp, this waterway has come to furnish means of transportation for from twenty-five to one hundred million feet of logs annually. Cut in the vicinity of the Connecticut Lakes and along the tributaries of the Connecticut River in New Hampshire and

Vermont, they have been floated down to the pulp mills of Wilder, Bellows Falls and Holyoke, and for commercial uses in Massachusetts and Connecticut. The largest "drive" each year has been from the head waters of the river by the Connecticut River Lumber Company under various names and has varied from twenty to eighty-five million feet. None were run by them during the season of 1916 for the first time in many years. The International Paper Company has during the last three decades acquired several thousand acres of wood lands in the water sheds of the White River in Vermont, and the Ammoonoosuc in New Hampshire, and are annually cutting and driving to Bellows Falls about fifteen million feet of pulp wood, and this is the only use made of the river above Hartford for transportation purposes, during the last season. From 150 to 300 men, and more than that number of horses have been engaged in this work each season, and summer tourists up and down the valley have found a never-ending source of interest in watching the picturesque operations of the rivermen.

Flat Boats.

Flat boats were the most successful and general means of transportation on the Connecticut. The size of these cumbrous carriers varied somewhat, those used only on the lower reaches of the river averaging larger than those to be used above, in the shallower stream. Those which came from Hartford, Conn., as far north as Bellows Falls and White River Junction, were 72 feet long, 11½ feet wide, and when loaded to their capacity of about 30 tons would draw only two or three feet of water. They were flat bottomed boats, having a cabin at the stern, a mast in the centre, around which the freight was packed, and a gunwale extending around the entire boat. The main sail was about twenty feet square and was fastened in its centre, extending some feet beyond each side of the boat. A top sail was about eight feet wide at the bottom, narrowing toward the top.



A Flat Boat on the Connecticut River in the First Half of the Nineteenth Century

In addition to these a third sail was often placed above the top sail in very light winds.

When the wind was not available as a motive power the men used long, stout setting-poles to push the boats along. They were made of hard wood and about twenty feet in length, with a socket spike in one end. The men on each side would place the spikes firmly on the bottom of the river, and, with the other end of the pole against the shoulder, walk from bow to stern, seventy-two feet, thus propelling the boat that distance. Going again to the bow of the boat the operation would be repeated during the hours of the long summer days. When work first began in the spring this work caused the shoulders to become very sore, and later there would be callous places as large as one's hand on the shoulders against which the poles were used. Such a boat was manned by seven men, three working on each side and the captain steering with a broad-bladed oar.

It was not usual to run the boats at night, but they would be tied up to trees on the shore in some quiet place. If the capacity of the cabin was not sufficient for all, some of the men would lodge at the frequent river taverns that in those days did a large business.

The boats carried down loads of freestone, shingles, hides, ashes, potash, lumber and other commodities, bringing back heavy freight such as iron, sugar, molasses, grindstones, salt, etc., while a specialty was made of tierces of new rum during the last of June and first of July.

It usually took about twenty-five days for the round trip from Wells River to Hartford, about eight for the downward trip and double that time for the return; but the time varied with the height of the water and direction of the wind. From Bellows Falls boats usually took three days for the downward trip, going as far as Northfield, Mass. the first day; from there to Springfield the second; and to Hartford the third. It took much longer to come up the river, the time taken for the round trip averaging about two weeks including unloading and reloading.

At some places there were rocky and dangerous places in the river, one of these being at Enfield, just over the Connecticut line. Even after the building of the canal there in 1828, it was a practice to run south-bound boats over the rapids, while those north-bound used the canal. This was done to save time, as well as the canal tolls one way. Special pilots were employed, who knew the channel among the rocks, here and at other similar places. At one time there was a primitive sort of insurance company formed to guarantee the safety of boats in these dangerous places.

At several points, rapids and shoals required an additional force of men who were employed for short distances and then walked back. They were known as "swift-water--men". Sometimes long ropes and oxen were used. Just below Bellows Falls, at the mouth of Saxtons River, was a sand bar. A man named Seth Hapgood made his principal business helping boats here with a pair of oxen. He used to stride one ox and swim the pair out to the boats. By a long rope running through a pulley on a post in the river he would assist boats upward, or help them to get out of the swirling eddy into the current on the downward trip. Just north of the ferry between Westmoreland and Putney was a peculiar rock called "Whales-back" that caused much trouble. Just below Brattleboro were rocks known among river-men as the "Geese and Goslings". Below the locks at Turners Falls was a sharp turn in the river known as "Honey-Pot-Eddy" where much trouble was often experienced. At these and numerous other places on the river it was necessary to employ the extra "swift-water-men".

At different points there were regular landing places for the boats, and these, in their day, rivalled the later stage taverns, and railroad stations, upon the arrival and departure of the boats. The captains of these boats were as important personages as were ever the early stage drivers or the railroad conductors of later days.

Until the building of the railroads, Wells River was an important distributing point for freight, it being the most

northerly of effective flat-boat navigation. Although boats were run as far north as McIndoes Falls in Barnet, Wells River controlled the commerce for a territory fifty or sixty miles further north in the states of both Vermont and New Hampshire, freight teams being loaded there. Near the present site of the Wells River freight station was located a large wharf, or landing as it was called in those days. Near it stood a large storage ware-house and from 1809 to 1816 eight or ten large boats ran from there to Hartford, Conn., regularly. The records of this ware-house show that about one-third of all the storage charges were for ardent spirits. Not far from this landing was located the most important boat building establishment at any point on the northerly reaches of the river. At this "ship-yard" were built a large number of the boats described above, as well as ferry boats for places down the river, and one year two large canal boats were built here to be used in New York state. The "Adam Duncan" a steam boat described later was also constructed here. The census of 1840 showed that in the town of Newbury there were twenty-seven men employed upon the river.

A few miles below Wells River, on the New Hampshire side, was the landing of Haverhill, N. H., which for a number of decades was the most important town north of White River. There were landings at Bradford and Hanover. At White River Junction the landing was at "The Point", just above the mouth of White River; at Hartland it was known as "Short's Landing", and was a few rods north of the present railroad station; at Windsor, south of the west end of the Cornish bridge; at Claremont, at the mouth of Sugar River. At Charlestown there were two landings, one located at each end of the village, and Charlestown was for many years a distributing point for a large territory. For Rockingham, Chester, and other points in the Williams river valley the landing was a half-mile north of the mouth of that river, where later the bridge of the Green Mountain Turnpike was thrown across the river, to be still later swept away by flood and almost forgotten. At Bellows Falls

there was an "Upper" and a "Lower" landing, located one at each end of the canal. Many boats came as far north as the lower landing which could not go through the canal on account of size, and the freight was reshipped from the upper landing in smaller boats to continue the journey. At Westminster the landing was nearly opposite "Court House Hill," while for the accommodation of Walpole freight a landing was used just south of the east end of the Westminster bridge. There were also important landings opposite East Putney, Putney, and Brattleboro village, as well as one near the mouth of West River.

Rafting.

During the decades when flat-boating and steamboating were a large part of the transportation facilities of the Connecticut valley, there was, in addition, an interesting method of shipping lumber and goods down the river by large rafts. Produce and heavy goods of various kinds were loaded upon rafts of logs and lumber, and so shipped down the river at a minimum cost. At the end of the journey the rafts were disposed of for lumber. I heard years ago the stories and descriptions of river-men of earlier days and copied many of them. Studying them all I find the general description of the system given me by a man named C. W. Bliss, still living in West Fairlee, to be the most clear and comprehensive, worthy of being quoted here. As I wrote it from his dictation about fifteen years ago, it follows: "I went down the river in May, 1854, when a boy of 18, in the capacity of cook for a rafting gang. The lumber was round logs cut 60 feet long. They were fastened together by two-inch planks at each end and in the middle of each log. Through these planks a wooden pin was driven into each log, making a solid mass about 12 feet wide and 60 long. This was called in the river parlance, a 'box'. From the end of the planks, at each corner of the box, a stout hard wood pin stuck up 15 inches or more, against which were braced oars for propelling and

guiding the box, and over which could be placed short planks with holes in them, thus yoking the boxes securely together. Two boxes, side by side, and three in length, six in all, constituted a 'raft' or 'division'. It was in this form that the trip down the river was made, except when it was necessary to 'break up the rafts' into boxes in order to pass through the different canals. There were 18 rafts in a division. It took two men to navigate each raft with rough oars at opposite corners and so the practice was for the men to take nine rafts as far down the river as possible and make connections with a north bound passenger train; then go back and bring the other nine down.

A rough board shanty nearly covered one box. One end was used as dining-room and kitchen, the other for sleeping purposes. An old elevated-oven stove was used in cooking. In the sleeping end, a liberal quantity of straw was thrown loosely on the logs on which the men slept with their clothes on. They lay in two rows with heads toward the sides of the raft and feet in the middle. I bought white bread at different points. I made brown bread, cooked potatoes, beans, tea and coffee. These constituted the whole bill of fare. The men were always sure to reach the raft on which was the shanty at meal time and at night. The rafts, when left at night or at other times, were tied to trees on the shore.

The lumber in the raft with which I shipped, was owned by an old man named Richardson from Orford, N. H., who accompanied them by train, coming aboard frequently. It came from much farther north than Orford and was to go to Holyoke, but not making a sale of it there, it was taken along to Middletown, Conn. I joined the party at the locks at what is now Wilder, just north of White River Junction, and left it at Holyoke, having hired out only to go this distance, and having become tired of it. It took the party three weeks and four days between those two points. My pay was $1 per day while the regular men had $1.50. One 'pilot' was among the men, who knew the channel of the river at all points, and he received $3 per day. An additional

pilot was taken on at two different points, one called the 'Geese' and the other 'The Tunnel', on account of the swiftness of the water and the dangerous rocks at both places. The pilots or 'swift-water-men', at each place knew the rocks perfectly and they took the head of the first raft, guiding that, the rest following in exactly the same course.

When the rafts reached Bellows Falls, it took the men three days to break them up and get the 18 boxes through the locks and put them together again. One of these days was Sunday, but the river-men always had to work on Sunday the same as on other days. That day, I think there were at least 500 people on the banks of the river and the canal watching their work. There was considerable competition between the men on the different rafts on the long stretch of still water above the dam to see which raft would get down to the canal first. As the river was broad and still for some miles, it gave them their best chance for sculling, but the movement was necessarily slow.

After getting out of the lower locks at Bellows Falls, I remember seeing a number of small dwellings near the locks on the Vermont side. From one of these an old Irishman's cow had wandered down over the broad beach into the water in which she stood up to her body. The irate wife of the old man came down and called the cow loud and long, but she would not come ashore. The woman yelled a command to her 'old man' to come and drive the cow out. 'The divil a bit will I do it', says he, and after soundly berating him for his neglect, she calmly gathered her skirts about her high enough to keep them from getting wet, and walked in, driving the cow home herself.

Among the men was a large and powerful half-breed Indian named Sam Flint, who stood 6 feet, 4 inches, and was very strong. He was a general favorite and in all cases when any of the boys went ashore, when it was thought there might be trouble from drinking or otherwise, they wanted Sam to go to protect them. There were many places along the river

where rough crowds gathered at saloons. As the raft was leaving the eddy at Bellows Falls, Sam made a misstep and landed in the river, but was readily pulled aboard again and worked with his wet clothes on until they were dried. No other man got a ducking during the trip."

Navigation by Steamboats.

On a wall of the entrance of the State House at Hartford, Conn. is a bronze portrait in bas-relief with this inscription:

"This tablet erected by the State of Connecticut commemorates the genius, patience, and perseverance of John Fitch, a native of the town of Windsor, the first to apply steam successfully to the propulsion of vessels through water."

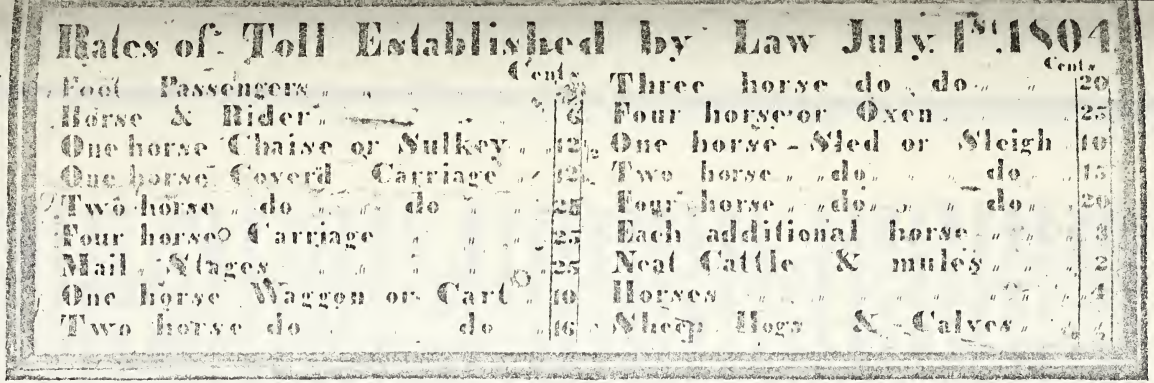
Two hundred miles up the Connecticut from Hartford, opposite the Vermont village of Fairlee, was first used an engine, the model of which is now deposited in the rooms of the Vermont Historical Society in Montpelier. It was the engine of the first American steamboat propelled by paddle-wheels, invented by another Connecticut valley man, Captain Samuel Morey of Orford, N. H., and launched upon our river.

Fitch's design contemplated propelling boats by means of a stroke similar to an oar, or a hay-tedder, while Morey's claim to the invention of the principle of paddle-wheels, that for a century and a quarter has been in successful use, is without doubt well grounded. Fitch's experiments were made in Pennsylvania and Delaware during the summer of 1785 and he was successful in propelling his craft only very slowly. In 1786 he succeeded in securing from New Jersey the exclusive right for fourteen years of constructing and using all kinds of water craft "impelled by the force of fire or steam". Further franchises were granted him in a number of other states during the next few years, but his principle was never perfected to the extent of propelling boats fast enough to be practical.

Captain Morey's experiments were commenced in 1790, the year of Fitch's greatest achievement. He was a farmer of Orford, N. H., across the river from Fairlee, and had devoted some time previous to this in studying light and heat as connected with mechanics. His aim was to improve the steam-engine, particularly for application to propelling boats by means of paddle-wheels. The result of his efforts was an engine and machinery of his own construction set in a tiny boat large enough to carry only himself and one companion. On a summer Sunday in 1792 or 1793, while the people of the villages of Fairlee and Orford were at church, the boat was successfully run several miles up the river against the current, to a point near the present bridge between the two towns, and down again to lower Orford, working successfully in all its parts.

Captain Morey took his model to New York and in that vicinity spent several years in improving his invention. At Bordentown, N. J. in June, 1797, he devised the plan of propelling boats by two paddle-wheels, one on each side, with a shaft running across the boat, with a crank in the middle worked from the beam of the engine by a "shackle bar," the same principle that has been largely used since by river boats. It is generally considered as an historical fact that Robert Fulton became possessed of knowledge regarding Morey's invention which enabled him in 1807, to claim the honor which Morey should have had, viz., having been the first to successfully propel a boat by steam and paddle-wheels. Morey keenly felt the loss of the honor and emoluments of his invention, and believed to the end of his life that he had been unjustly deprived of them. Captain Morey spent the last seven years of his life in Fairlee, and died there in 1843.

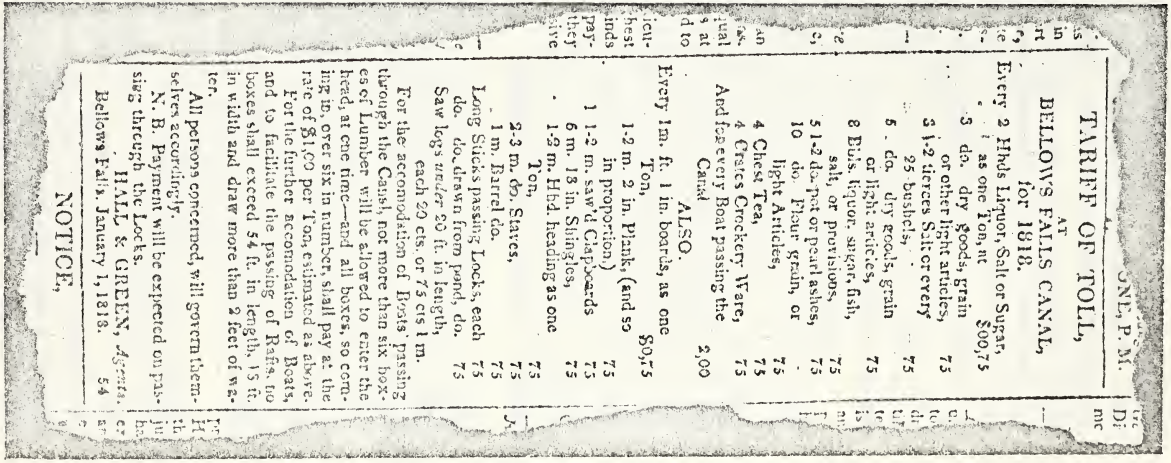
From 1820 to 1835 steam was employed to an important extent in the navigation of the Connecticut, the system gradually increasing until it reached its height in 1831, and then rapidly diminished. In a limited way, and over short reaches many small steamers had plied the river at various points, both for passenger and freight service, previous to 1826. In



Rates of Toll Established by Law July 1st 1804

	Cents
Foot Passengers	3
Horse & Rider	6
One horse Chaise or Sulkey	12
One horse Coverd Carriage	20
Two horse do do	25
Four horse Carriage	35
Mail Stages	50
One horse Waggon or Cart	10
Two horse do do	16
Three horse do do	20
Four horse or Oxen	25
One horse Sled or Sleigh	10
Two horse do do	15
Four horse do do	20
Each additional horse	3
Neat Cattle & mules	2
Horses	4
Sheep Hogs & Calves	1

Sign Removed from the Toll House of the Bellows Falls Toll Bridge, November 1, 1904



TARIFF OF TOLL,
AT
BELLOWS FALLS CANAL,
for 1818.

Every 2 Hhds Liquor, Salt or Sugar, as one Ton, at $00,75
5 do. dry goods, grain or other light articles, 75
3 1-2 tierces Salt or every 25 bushels, 75
5 do. dry goods, grain or light articles, 75
8 Bbls. liquor, sugar, fish, salt, or provisions, 75
5 1-2 do. Pot or pearl ashes, 75
10 do. Flour grain, or light Articles, 75
4 Chest Tea, 75
4 Crates Crockery Ware, 75
And for every Boat passing the Canal 2,00

ALSO,

Every 1 m. ft. 1 in. boards, as one Ton, $0,75
1-2 m. 2 in. Plank, (and so in proportion.) 75
1 1-2 m. saw'd Clapboards 75
6 m. 18 in. Shingles, 75
1-2 m. Hhd. heading as one Ton, 75
2-3 m. do. Staves, 75
1 m. Barrel do. 75
Long Sticks passing Locks, each 75
do. do. drawn from pond, do. 75
Saw logs *under* 20 ft. in length, each 20 cts. or 75 cts 1 m.

For the accomodation of Boats passing through the Canal, not more than six boxes of Lumber will be allowed to enter the head, at one time—and all boxes, so coming up, over six in number, shall pay at the rate of $1,00 per Ton, estimated as above. For the further accomodation of Boats, and to facilitate the passing of Rafts, no boxes shall exceed 54 ft. in length, 15 ft. in width and draw more than 2 feet of water.

All persons concerned, will govern themselves accordingly.

N. B. Payment will be expected on passing through the Locks.

HALL & GREEN, *Agents.*

Bellows Falls, January 1, 1818. 54

NOTICE,

From the Vermont Intelligencer and Bellows Falls Advertiser

that year a steamer named the "Barnet" was constructed in New York City by the Connecticut River Company, later known as the Connecticut Valley Steamboat Company, which was expected to navigate the river regularly as far north as Barnet; and it was planned to have others built for the same purpose. They were to carry passengers and freight and to tow flat boats. The Barnet never was able to go farther north than Bellows Falls, its size being greater than that of the locks at that place. No steamer from tide-water ever reached Barnet as was expected, and the whole scheme of steam navigation of the river proved a dismal failure.

The Barnet was seventy-five feet long, fourteen and a half feet wide, with wall sides and flat bottom. In working condition, without load, she drew twenty-two inches of water. Her paddle wheel was at the stern, as in the Mississippi river boats, and all the later Connecticut River boats. Her commander as far north as Northampton was Captain Palmer; above that point Captain Strong, one of the most noted rivermen of his day was in command. She left Hartford about the 24th of November, 1826. On the 28th she was at what is now Windsor Locks, Conn., reaching Springfield the same day.

Henry Burnham, the historian of Brattleboro, in 1880, wrote an account of the Barnet's experiences at that place. He is certainly in error in regard to the Captain of the Barnet being a Mr. Blanchard, it being a Mr. Strong at that place. Thomas Blanchard, an ingenious mechanic employed in the U. S. arsenal at Springfield, built a side wheel steamer there named the "Blanchard" and capable of carrying sixty passengers, but she never came north of South Hadley Falls. He also built the "Vermont" described later.

Mr. Burnham says: "Mr. Blanchard was confident he could make steam navigation on the Connecticut river, from Hartford far up into Vermont, a success. In 1827, when the little Barnet went, for the first time, screaming and puffing up the river, the inhabitants of this place, (Brattleboro,) always noted for keeping up with the times in their

notions if not their actions, needed but little to excite their hopes or stimulate their ideality regarding the great advantages this village was likely to receive from this powerful agency. Capt. Blanchard, the hero of the hour, the presiding genius of the Barnet, already known to fame for his achievements in mechanics, proudly walked the deck of his steamer, inspiring increased confidence that greater things were at hand and a new era about to dawn upon this fertile valley. His advent here was greeted with bonfires, bell-ringing, illumination and intoxication. There was loud cheering from the well-lined river bank, the British cannon, taken from Burgoyne at Bennington, roared out from their brazen throats the joyful news. But these demonstrations were made before our hero had got into port; he was struggling against the rapids, called "the tunnel", below the bridge. When about half way up the rapids, the boat came to a standstill. Notwithstanding the fire was so great that the blaze poured from the smoke-stack, and Capt. Blanchard, with the energy of despair, was punching against the bed of the river with a spiked pole, no further progress could be made. While making vain efforts to successfully reinforce steam with this ancient method of navigation, Capt. Blanchard fell from the boat into the rapids and came near being drawn under the boat, but was fortunately rescued by strong hands, which seized him by the collar at the right moment to save him from the threatened calamity. Sorrow and disappointment were apparent as swift water now obtained the victory, floating the Barnet and Blanchard down the stream. But all was not lost, the unconquerable will and genius, ever fertile in expedients, survived this cruel shock. The next trial to ascend proved successful, by applying the old stationary windlass that had long been used for drawing flat-boats over these rapids.

"Now safely moored in the desired haven, as the sun went down, the asthmatic breathing and noise of contending elements in the bosom of the Barnet ceased, but the public mind was under a high pressure all that night. For the best

reasons in the world, some "wouldn't go home till morning." Light from the morning sun fell upon broken windows, tables, chairs, crockery, glass-ware, etc., thus giving any but complimentary evidence as to the way this high pressure was vented. The participants in this, ever after called, "famous high-go", largely represented the village. The survivors of this brilliant engagement for the evening, aroused the following day by the cannon, bell and hissing steam of the Barnet, bravely stepped on the hot, quivering, trembling deck of the monster, and away they went north, at the enormous speed of four miles an hour.

"These heroic deeds were embalmed in verse by the poetical genius of the time and place, but most of the actors are now covered by the silent turf."

The Barnet arrived at Bellows Falls, December 13. Much more than the running time was used in the trip, both up and down, because of celebrations and proffered entertainments at the different landing places. Many of these were refused in anticipation of the closing of the river by ice. At other places the reception was similar to that at Bellows Falls, where she was welcomed by the ringing of the only church bell of the village and fifty discharges of a large cannon located in its one public park.

After taking two or three turns about the eddy below the village to show her speed and power, she was run into the lower lock of the canal and was there met by a committee of citizens chosen to welcome and entertain those on board the craft. Speeches of welcome and responses were there made, and in the afternoon of that day a notable banquet was tendered by Bellows Falls in honor of the occasion. This function was held in the Mansion House, one of the important river taverns of that day. The dining hall was crowded and a large number waited outside to hear the speech making. Among those at the tables were the Officers of the Association for Improving the Connecticut River, who had come up on the boat; officers of the Steamboat Company; Captains Strong and Palmer, and many prominent local citizens of

nearby towns and other states. An elaborate and detailed account of the banquet, toasts and speechmaking, as well as all the circumstances surrounding the visit of the boat, which lasted two days, are recorded in the Bellows Falls Intelligencer of the week following, and that report is quite fully quoted in the History of Rockingham. The crowning feature was the toast to "The town of Barnet: May she be speedily gratified by the sight of her first-born."

The size of the Barnet having been found too great to pass through the locks, the boat left on the next day, December 14th, upon her return trip, the discharge of one hundred and twenty-four rounds from the old cannon bidding her good-bye. Two hundred people accompanied her on the banks of the river as far as Westminster. She was at Brattleboro that night, Thursday, and reached Hartford the following Tuesday. She never came as far north again, but was used several years upon the various reaches of the lower river.

In August, 1829, a second attempt to prove the river navigable by steamboats was made by a boat named the "Vermont", which came up the river from Hartford. Being six inches narrower than the Barnet, she passed the locks at Bellows Falls and came as far north as the locks at "Water-Queechy" falls in Hartland. Those were too narrow, and she plied between Bellows Falls and Windsor a few months, but unsuccessfully. The stroke of the piston of this boat was horizontal and the power of the engine one hundred and twenty horse, as figured in those days. She was eighty feet long, fourteen wide, and drew but twelve to fifteen inches of water.

In 1831 the "John Ledyard", built at Springfield, Mass., reached the nearest point to Barnet of any tide-water steamer. She was small enough to pass all the locks as far as Wells River. Her captain was Col. Samuel Nutt of White River Junction, a wealthy man prominent in navigation matters, of whom more extended account is given later. Her pilot was Hiram Wells of Wells River, one of the most experienced of the river men of that day. The arrival of the Ledyard at

Wells River was announced by the firing of cannon, and a large crowd assembled to see the wonder. The boat was taken through the narrows, a short distance above the mouth of the Ammonoosuc River, to a sand bar where she grounded. A rope was attached to it and a long string of rivermen and others, wading, tried to haul the boat over the bar. But it was of no avail and the John Ledyard went back down the river never to return.

In the year 1830 the Connecticut River Valley Steamboat Company issued stock for building steamers and five were built during the next year at different points on the river between Hartford, Conn. and Wells River. They were the "Adam Duncan" built at Wells River at a cost of $4700, to run between Wells River and Olcott's Falls. Horace Duncan was her captain. The "David Porter" was built at White River Junction at a cost of $4737.29, to run between Olcott's Falls and Bellows Falls—John W. Andrus, captain. "William Holmes", built at Bellows Falls costing $4943.61, to run between there and South Hadley Falls,—James Davenport, captain. The "Ariel Cooley" and the "William Hall" were built below South Hadley Falls to cover the two lower reaches of the river and were commanded respectively by Captains Hiram Smith and Pelatiah Ely.

The "Adam Duncan" was sixty feet in length on the keel, with a breadth of twelve feet, and had guards projecting over the sides to an entire width of nineteen and a half feet. It drew twenty-two inches of water. The cabin was ten by twenty-four feet, and was divided into two rooms by a movable partition. Four boilers, each fifteen feet long by one foot in diameter, propelled the craft. Horace Duncan of Lyman, N. H. was captain and Hiram Wells of Wells River, pilot.

The Adam Duncan made a trial trip safely, but on its second trip, a Fourth of July excursion from Wells River to Hanover, a connecting pipe between the boilers burst, letting the steam and water escape. A Mr. Leslie of Wells River, who was on the boat at the time said many years later:

"Several of the passengers were in the fire-room, but no one was injured except Dr. Dean of Bath, N. H., who jumped overboard and was drowned." This ended the career of the boat, she being taken to Olcott's Falls and stripped of her machinery. The hull rotted on the bank of the river she was built to navigate.

The William Holmes plied between Bellows Falls and South Hadley Falls only during the season of 1831. Later she passed up through the locks at Bellows Falls and was operated a year or two between that place and Charlestown, N. H., with occasional excursions further north, but she was not a financial success. The machinery was removed, the hull drawn out on the bank above the north end of the canal at Bellows Falls where it was left to decay and was later carried away by a freshet. The fate of the David Porter was similar.

The Ariel Cooley's name was changed to the "Greenfield" and she navigated the river in Massachusetts until 1840. The most serious accident that occurred during steamboating times was at a point just north of Smith's Ferry, Mass. where the Greenfield was destroyed by the explosion of her two boilers. The boat was towing between South Hadley canal and Greenfield. Three men were killed and others injured. An epitaph in the Brattleboro cemetery reads:

"The Grave of Alanson D. Wood, who was killed instantly on this river by the explosion of the Steamboat Greenfield, May 18, 1840. Ae 30."

The whole enterprise of steam navigation above the northern Massachusetts line proved unsuccessful. There were many obstacles to navigation; freight rates were necessarily high; it did not pay expenses; assessments were called for, and, in 1832, the Connecticut River Valley Steamboat Company failed and no general system of propelling boats above tidewater except by wind, oars and poles has since been employed.

The first regular line of passenger and freight steamers plying between New York and Hartford, Conn., sixty miles up the Connecticut from the Sound, were put on, in or about 1824. They were the "Oliver Ellsworth" and the "MacDonough". Service between those two cities has since been practically continuous during each summer, and the nightly boats to and from the metropolis are at the present time doing a satisfactory business.

Probably one of the most prominent, influential and aggressive men of the northern reaches of navigation on the river, was Col. Samuel Nutt of White River Junction. He was president of the Connecticut Valley Steamboat Company. At one time he owned practically the whole tract of land now covered by the village of White River Junction. He erected the first Junction House, the material used being from the "Grafton," an old hotel which he purchased in Enfield, N. H. He was born 1791 at Topsham, Vt., and died in Randolph in 1871. When Col. Nutt was of age he invested all his savings in building a flat boat. When completed this boat was taken up White River to White River Village and loaded with lumber destined for Hartford, Conn. While going down White River on its first trip it struck a rock and was completely wrecked. Young Nutt swam ashore, sat down, and cried over his misfortune. He was found there by Elias Lyman, a well known and noble-hearted gentleman, who said to him "Sam, don't give up,—I'll lend you the money to start again,"—which he did. Col. Nutt followed the river twenty years and accumulated a fortune, still being remembered by a few of the older citizens of that locality. He built a large number of boats and some were managed by him, others sold for use elsewhere. One spring he built nine river boats and two canal boats for the Farmington Canal Company.

Col. Nutt's achievement in running the "John Ledyard" farther up the river than any other tide-water steamer was commemorated by a lady of Haverhill, N. H., in a poem the last stanza of which follows:

" 'Tis gone, 'tis gone, the day is past,
And night's dark shade is o'er us cast;
And further, further, further still,
The steamboat's winding through the vale,
The cannon roar, o'er hill, through dale,
Hail to the day when Captain Nutt
Sailed up the fair Connecticut."

James Mulligan of Springfield, Mass., who, late in life attained prominence as president of the Connecticut River Railroad, told about 1890 the following experiences as engineer of the William Hall:

"I was a Hartford boy," said Mr. Mulligan, "and I served my time in a machine shop. When I was 20, in 1839, I became engineer on the 'Bill Hall,' a little steamer used as a towboat on the Connecticut River between Hartford and Williamansett. We would hitch on to five or six loaded river scows, take them up to the rapids at Holyoke and then drop back to Hartford. It was a seven or eight hours' trip up the river, but we could come back in half that time. We made two or three trips a week. Saturday nights we usually calculated to get up to Holyoke to stop over Sunday, as the captain and fireman lived up in Ireland Parish. A cook was one of the crew, so that we could live right on board. When the south wind blew, the river scows set their sails and made their own way up the river, and our boat was used only when there were head winds or calms.

"I'd been on the 'Bill Hall' only a year or so when I got the place of engineer on the passenger boat 'Phoenix', which ran between Hartford and Springfield. We left Hartford every morning at 8 o'clock. It was a four-hours' trip against the current to Springfield. At 2 o'clock we returned. We could go down the river in something less than three hours. There was another boat called the 'Agawam' which started down the river from Springfield at the same time we left Hartford, and then returned in the afternoon. They were both flat-bottomed, stern-wheel boats, able to carry 100 passengers apiece. During the season we carried pretty

Bellows Falls Canal—Looking South

good loads. We carried passengers only, no freight. We began to run as soon as the river was well open in the spring and did not stop until the ice blocked the canal at Windsor Locks toward winter. My boat connected with the boat from New York. Sometimes that would be delayed and not get in until after our starting time. In that case we would wait. It was rather a quiet trip and excitements were few. In the spring we had big freshets sometimes, larger than those nowadays, and I remember one time when all Hampden Park was overflowed. But the boats would keep along shore and it troubled them very little. In summer we used to be troubled some by the sand-bars. We'd be troubled more today than we were then, for there's less water runs in the river. We carried levers along for such occasions, and when we got stuck would jump out into the water, which would be about three feet deep, and pry the boat off. Those boats continued to run until 1846 or so, when the railroad was built down the river to Hartford."

While Mr Mulligan was engineer of the William Hall she was started for Barnet. The trip to Bellows Falls was easy but she was found to be too wide for the locks, and with a team of eight pair of oxen she was drawn through the principal streets from the lower to the upper landing, and again launched. After leaving Bellows Falls she was able to go only to the canal at Hartland and the trip proved a failure. A few days later she was again drawn through the streets of Bellows Falls and dropped down the river completing her career of usefulness south of that place.

The Canals.

The canals of the Connecticut river, built between 1791 and 1828 at six different points to overcome by means of locks the various falls and rapids along its course, represent an outlay of large amounts of capital for those early days, and were an important factor in the navigation problem, especially in transportation by flat-boats and steam-boats.

The first of these canals to be chartered, and upon which work was commenced, was at Bellows Falls. It was in 1791 and was the *first canal started on this continent* to be used for navigation purposes. The charter was granted at Windsor in that year and it is interesting to note that this was the first Vermont Legislature after the admission of the State into the Union. Its corporate name was "Company for Rendering the Connecticut River Navigable by Bellows Falls." The capital for its construction was furnished by three brothers of London, England: John, Francis and Hodgson Atkinson. They expended $105,338.13 before a boat passed through, and ten years was taken in its construction, the first boat passing through it in August of 1802. The cost was more than any other on the river, owing to the natural obstructions and the fall of fifty-two feet at that point requiring nine locks. The incorporators were Gen. Lewis R. Morris of Springfield, Vt., for many years a man prominent throughout the State, and Dr. William Page of Charlestown, N. H., grandfather of the late Gov. John B. Page of this State. Dr. Page removed to Bellows Falls and was the civil engineer in charge of building the canal and its dam. He was later chosen as the first postmaster of Bellows Falls.

During the season of 1828, as shown by a report to the Vermont legislature in 1831, 103 boats passed through this canal, and tolls were paid upon 7225 tons on rafts and boats. In 1830 it was 70 boats and 5380 tons. In 1831, 74 boats, 4168½ tons. Rates of toll for passing this canal varied from 15 cents per ton to 80 cents in different years.

A charter to "The Proprietors of the Locks and Canals on the Connecticut River" was granted by the Massachusetts legislature February 23, 1792, to build canals by the falls at Turners Falls and South Hadley Falls. The names of a large number of the most prominent citizens of Massachusetts were among the incorporators. The capital for the building of these canals was largely furnished in Holland, through the medium of the Dutch trading firms of the lower Connecticut valley. Two years after the charter was granted

the company was divided and the South Hadley canal was built by the Company of the above name, and the Turners Falls canal was built by a corporation named "The Proprietors of the Upper Locks and Canals on Connecticut River," the stock holders of the two companies being practically identical. The preliminary survey for the South Hadley Canal was made by a noted engineer of that day, Christopher Colles, whose diary shows that he commenced the survey of South Hadley, May 21, 1792, and on July 3, of the same year at Turners Falls. The South Hadley canal was 2½ miles long and as finally completed had eight locks. Over $81,000 was paid in on the shares and the canal had been in operation ten years before a dollar of dividend was returned to the stock holders. The legislature of Massachusetts in 1802 granted the company the privilege of raising money by lottery to aid the enterprise, this being a common method of assistance to large undertakings of those early days. The canal was completed so that boats passed in the spring of 1795.

The Turners Falls canal was not completed until during the summer of 1800, and was three miles long, having in its course ten locks as finally completed. In the early days of river navigation the Turners Falls canal was known as "Millers", and thus arise frequent misunderstandings.

The canal and dam at Sumner's Falls, midway between Hartland and North Hartland and seven miles south of White River Junction, was chartered by an act of the Vermont Legislature approved October 22, 1794. Perez Gallup was the sole incorporator named, although in a similar act passed by the New Hampshire legislature in December, 1796, Joseph Kimball was named with Mr. Gallup. The corporate name was "The Company for Rendering Connecticut River Navigable by Water-Quechee Falls", the name evidently being derived from the "Ottaquechee" river which empties into the Connecticut three miles north. The canal was short, there being only two locks located at the Vermont end of the dam, the remains of which can still be seen. This

is the only early canal location that is not at present utilized to turn the wheels of industry. Perez Gallup was the owner of a farm contiguous to the canal on the Vermont side of the river and he alone controlled the franchise until March, 1805 when he deeded an interest to each of several local citizens of this State and New Hampshire, who owned it until it passed, several years later, into the management of David S. Sumner.

Mr. Sumner, in addition to managing the locks and collecting tolls erected an extensive lumber mill on the canal which was for many years an important industry in that locality. He owned at one time over six thousand acres of wood land in Vermont and New Hampshire. He sent large amounts of finished lumber and shingles down the river by rafts and had a lumber yard himself in Middletown, Conn. He died in 1868 at the age of ninety years. The locks and mills were carried away for the second time in 1856 and have never been rebuilt. The land and power rights were a few years ago owned by the Fall Mountain Electric Light & Power Co. of Bellows Falls.

The most northerly of the series of canals was that at Olcott's Falls, now Wilder, Vt., two miles north of White River Junction. This canal had two sections with locks in each and was cut at the New Hampshire end of the dam. Each of the other canals were cut on the Vermont side of the river. This charter was granted by the Vermont legislature, October 21, 1795, but no work was done until incorporated by New Hampshire under an act approved June 12, 1807. This latter act was entitled "An Act Granting to Mills Olcott the Privilege of Locking White River Falls". It gave Mr. Olcott and his associates "the exclusive privilege of cutting canals and locking said falls and rendering Connecticut river navigable for boats and lumber from the head of said falls at the upper bar so called to the foot of the falls at the lower bar of the same, commonly called "Phelps Bar", provided the same be completed within six years from the passage of this act."

Mills Olcott was a prominent resident of Hanover, N. H., at that time about thirty years of age. He, in company with others, began the erection of the dam and locks in 1810 and they expended about forty thousand dollars upon the enterprise. At first the amount of business done afforded no dividends, but later when navigation of the river was at its height it became a source of satisfactory revenue. After the building of the Passumpsic division of the Boston & Maine railroad the canal fell into disuse and a few years later a freshet carried the dam away. From then for two or three decades the location was deserted except as a picturesque resort for picnic parties, the dense woods on either side and the beautiful falls of the river making it an attractive although lonely spot.

About 1880 the rights were purchased by investors, a new dam built and mills erected, and today the village of Wilder containing about two thousand inhabitants nestles on the Vermont side of the river where forty years ago there was not a dwelling in sight. The owners of the manufacturing establishments and the power plant is the International Paper Company and the product of the mills is wood pulp and paper in large quantities.

The sixth, last and most southerly of the canals to be built upon the Connecticut River was that at Windsor Locks, Conn. At the foot of this canal the tides of the Sound rise and fall, while the descent of the river overcome by the canal is about thirty feet in its length of six miles. It was built by the Connecticut River Company under a charter of the state of Connecticut secured in 1825 and completed in 1828. It was a part of a large scheme of the corporation to buy up all the canals and dams on the river; spend large amounts in the improvement of the river bed; erect other dams and canals, thus making navigation of the river more feasible and freighting cheaper. The Erie Canal had been constructed and proven a success, and all New England was alive to the supposed possibilities of canal systems. In 1825 the War Department had sent an engineer to Barnet who had

surveyed three different routes from there to Canada. At large expense, and resulting from mass meetings of citizens held in different localities surveys were made for a system of canals from Wells River over the Green Mountains to Montpelier, thence down the Winooski to Lake Champlain; from the Merrimac near Concord up the Pemigewassett to Wentworth, N. H., and thence across to the Connecticut in the town of Haverhill, N. H.; from Concord to Claremont via the Contocook and Sugar Rivers; from the mouth of Millers River near Greenfield to Boston; up the Deerfield Valley to the present Hoosac Tunnel where the mountain was to be cut through and Troy reached via the Hoosac River, there to connect with the arteries of canals then being constructed, thus reaching all parts of the country. A canal was already being constructed northward from New Haven, Conn. to Northampton, Mass.

The Vermont legislature on November 2, 1797, passed an Act granting to Elkanah Stevens and two others the exclusive right to lock White River from its mouth as far as "the Royalton Meeting House", under the name of "The Company for Locking White River". Locks and dams were to be constructed at such places as the incorporators should deem necessary and the work was to be completed within ten years. The toll named for each ton of freight was twenty cents at each lock, and the same for each thousand feet of lumber. It is needless to say this enterprise was never entered upon and the charter was forfeited.

The Connecticut River Navigation Company issued a pamphlet in 1825 containing the reports of its president and directors, and that of its civil engineer, Mr. Hugh (or Holmes) Hutchinson, who was an expert from the Erie canal. He recommended the construction of dams at suitable points along the stream, by means of which the water could be raised high enough to make navigation easy; these dams to be passed by canals. One of these was below the rapids at Wells River, costing about $32,000; another at the Ox-bow in Newbury, cutting across this curve, and materially short-

ening the route, costing $56,000. The estimated cost of these dams and canals between Barnet and Hartford, in addition to those already built, was considerably over a million dollars. It was expected that when these improvements were completed small steamboats would ply upon the river, each drawing a number of the flat boats.

In the Vermont Watchman, printed in Montpelier, May 17, 1825 is the following account of a mass meeting in reference to projected canals:

"At a meeting of the citizens of the village of Montpelier, a committee was appointed to take into consideration the practicability of a canal to unite the waters of Lake Champlain and the Connecticut River. Three routes were examined starting from Burlington and following the Onion River to Marshfield, a distance of 48 miles, and thence to the mouth of Wells River, about 24 miles, making a total of 72 miles. At this point the committee divided, part of them exploring a route over the summit between Wells River and Marshfield. On this route they found two large ponds, surrounded by hills and mountains. From these ponds and Molloy's pond in Cabot, they found in their judgment sufficient water to supply a canal.

Two other routes were also explored from the Onion River through the towns of Plainfield, Marshfield and Groton to the Wells River in Newbury. The committee afterwards proceeded to examine a southern route from Montpelier through Barre and Williamstown to Brookfield, through the gulf and thence to Royalton on the White River. There are two ponds on this route near each other at the summit, the outlet of one taking a course south to White River and the north to Onion River. These ponds they thought would supply plenty of water for a canal."

On the 30th day of June, 1825, at a meeting called for that purpose, the committee made a report of their findings, which was accepted and adopted. A set of resolutions was then presented and adopted, of this the following is the most important.

"*RESOLVED*, That the connection of the waters of Lake Champlain with Connecticut River by means of a navigable canal through the valley of Onion River, is an object of great public importance, and that prompt and efficient measures ought to be taken to secure the vast and permanent benefits which would necessarily result from a water communication thus formed through the center of the State, and through a fertile, populous and wealthy section of the country."

The report of the committee closed with these words:

"We most earnestly hope that the fever will not abate until the cooling waters of the Connecticut shall meet and mingle with those of Lake Champlain."

Alas, for human calculations! A better way has been devised. The iron rail and ponderous engine furnish means of communication. The men who thought out the canal project had the interests of the State at heart, and while they sleep in their graves their purposes have been carried out, but in a cheaper, quicker and easier manner. Let us honor these men for their efforts for Vermont's good. It would be well if we had a larger number of men in our State today who would do as much as they did.

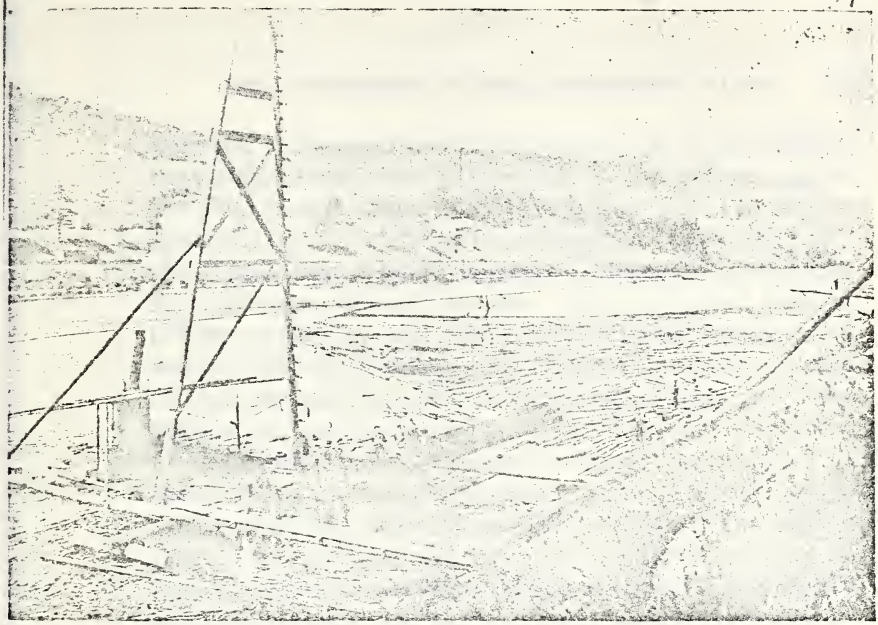
In the office of the Secretary of State of New Hampshire is to be seen an act of incorporation for a dam and canal near Brattleboro, evidently intended to avoid the rapid water just below the bridge, which, it is needless to say was never constructed.

This is the substance of the charter:

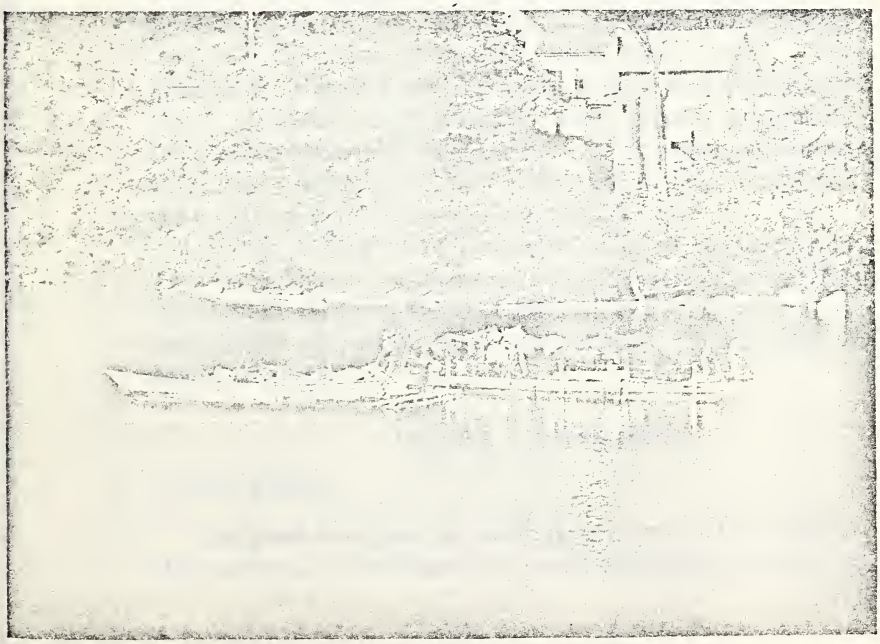
An Act to Incorporate the Connecticut River Canal Company. Approved December 30, 1828.

Incorporators: Richard Kimball, Elias Lyman, Amos A. Brewster, Francis Goodhue, Henry Hubbard, Allen Wardner.

The Company was authorized to construct a canal from some point in the town of Hinsdale to the mouth of Israel's river, with the right to cross Connecticut River and locate a part of said canal within the limits of the state of



Removing Logs from the River—International Paper Co., Bellows Falls



The Van Dyke Logging Outfit Moving Down the River

Vermont. The canal was to be not less than 34 feet wide at the surface of the water, 20 feet wide at the bottom, and 4 feet deep, and the locks of such length not less than 80 feet in the clear, and of such width not less than 12 feet that boats which could conveniently navigate Connecticut river might float and pass through the same. The authorized rates of toll were based on each mile's transportation on said canal and included the following: On each boat carrying less than 20 tons, one cent per mile; on each boat carrying more than 20 tons, one and one-half cents; on each boat used principally for the transportation of persons, ten cents per mile; and on each passenger carried three mills per mile; on each passenger carried in freight boats, three mills per mile. The capital stock of the company was exempt from all public taxes until the annual income should be sufficient to pay the necessary expenses and 6 per cent on the capital, but this provision terminated at the end of 30 years from the passage of this act.

"Canal" was the watchword of the times and the traders and capitalists of Hartford and Springfield were determined to protect their trade of the Connecticut Valley from the incursion of Boston, Troy and Albany. The schemes for different canal systems seemed to have no end. Many of them would probably have become established facts had not the railroads been built in the valley, extending from the south in the thirties and practically completing the length of the Connecticut about 1850.

An excellent idea of the public opinion of those early days regarding the navigation of the Connecticut, and the expense of improving the river is shown in the following communication printed in the Bellows Falls Intelligencer of March 22, 1824:

Internal Navigation.

"*To the Editor*:

As great exertions are making in almost every part of the country, to facilitate the communication between the

interior and commercial towns; and as the effect already produced in the city of New York and in the interior of that state and in the western part of Vermont, is so apparent to the farmer, the manufacturer, and the merchant, in the increased price of their produce, and in the diminished value of foreign goods at their own doors, in consequence of opening the great western and northern canals, that it is unnecessary to go into detail upon this subject.

It is sufficient for the present to say, that salt, which three years since was purchased at Bellows Falls and transported from thirty to forty miles to the north-west, for the consumption of the inhabitants, on better terms than it could be obtained in any other way, is now obtained from the banks of the northern canal, and brought within twenty miles of this place, lower than it has ever been, as can be sold here, without a loss, unless an improvement can be made in the navigation of Connecticut river, so as to reduce the price of freight from Hartford. This, however, it is confidently believed can be effected, and at less expense than many persons have supposed. The population through the whole extent of the Connecticut river valley, are deeply interested in this subject. If the river were cleared of its obstructions, so that a steam-boat could be operated for the towing of other boats, the price of toll reduced at the canals and boats so constructed that those who manage them could eat and sleep on board, the present price of freight might be reduced at least one half, which would operate as a saving to the farmer of forty per cent upon the freight of his produce to market, and as much more upon goods he received in return. As exertions are now making in Hartford, and at various other places upon the banks of the Connecticut to effect an object so much to be desired, any information relative to obstructions in the channel of the river cannot be unimportant. There are numerous sand-bars between Hartford and Bellows Falls. The first after leaving Hartford are between that city and Warehouse Point, and as they change almost every time the river rises to any considerable height, the expense must

be considerable to make a channel of sufficient depth and width to have the current keep it open. From Warehouse Point to the foot of Hadley Falls, there are no sand bars, and the only obstruction is the falls at Enfield. After passing the canal at South Hadley, the first sand-bar is at a place known by the name of Stodder's Island, is short, and a channel may be easily made and with little expense on the east side of the river. This island is nearly opposite Northampton. Schoolmeadow Islands and flats near Sunderland are the next obstruction. Here gravel is thrown into mounds of various sizes, which renders navigation difficult and hazardous, in low water. These, however, at the proper season of the year may be removed, by ploughing, so as to loosen the gravel and bring the current to bear against it, and open a channel. The next bar is Stebbins' Island, which is very hard to pass at low water; but this by the use of oxen and ploughs may be easily removed. At Grindstone Island bar, there are mounds of gravel like those near Sunderland, which may be removed in the same manner. Half a mile above this, is Cable's bar, troublesome only at low water. It is not more than ten rods in width, is a smooth, gravelly bottom, and may be removed without much expense. From this to the canal at Miller's Falls, there is no obstruction, none above, except some sand flats which may easily be removed, until we arrive to within half a mile of the foot of swift water. Here are more mounds of gravel and logs which may be readily removed, and a good channel formed. Hinsdale and Chesterfield swift-water (so called) is all a smooth gravelly bottom, except in a few places, where there are loose stones that can be easily removed. Here, in most places a channel maybe easily formed by the aid of oxen, a plough, and an ox-shovel, and the whole may be accomplished for a much less sum, than an inattentive observer would imagine.

"From swift-water to Westmoreland there are about two bars which are ever difficult to pass, and through them a good channel may be made for ten dollars. Between West-

moreland and the mouth of Cold river in the north part of Walpole, there are fourteen different bars and most of them are very difficult to pass in low water—but the bottom is loose gravel, which by using the plough and ox-shovel, aided by the current, can be easily removed and a good channel may be made; and by a little attention the best places for forming the channel, will be easily seen. The best ground for making the channel, is near the west side of the river. The point of gravel near the mouth of Saxtons River must be cut through, and in this way a good channel may be formed at one half the expense it could be made on the east side of the Connecticut. There is no doubt, but what the sand and gravel bars, which now so greatly impede and frequently wholly stop for months the navigation between Hartford and Bellows Falls, may all be removed for less than five thousand dollars. And all the obstructions from Bellows Falls to Wells River (ninety miles) may be removed for a much less sum. The Falls at Enfield must probably be locked and a dam thrown across the river at the foot of swift water; but after this has been done, the expense to boats will doubtless be less, than is now paid for passing Enfield Falls and swift water. But if the cost of rendering Connecticut river navigable will be fifty thousand dollars, it would be a mere trifle compared to the benefit. A ton may unquestionably be freighted from Hartford for six dollars, provided the contemplated improvements are in all their parts, fully effected. Groceries of almost all kinds, can be purchased on as good terms in Hartford as in Boston. Here, taking the lowest price ever paid in the best of sleighing for transporting a ton from Boston, (which is ten dollars) would be a saving of four dollars—but thirteen dollars and fifty cents has for the last two years, been an average price per ton to or from Boston, which would be a clear saving to the consumer, of seven dollars fifty cents on a ton of plaster, salt, molasses, or any other goods. I say to the consumer, for the merchant will have his commission whether the freight is high or low—and when high, the difference is against the

consumer. Suppose five hundred tons, (which is by no means improbable if the present project is carried into effect) should be freighted from Hartford to Bellows Falls, in one year; the balance in favor of freight from Hartford, on the average transport of five hundred tons from Boston, would be *three thousand seven hundred and five dollars.* As the freight of 500 tons is calculated only from Hartford to Bellows Falls, if the freight of 500 tons from Bellows Falls to Hartford be added, the saving will be more than doubled, for the freight down will not exceed five dollars per ton, which on 500 tons will be a saving of 4250 dollars; which if added to the above, will make a difference of *eight thousand dollars.*

"Here would be a larger sum saved in a single year, on the freight of 500 tons, than would be required to supply any four of the most populous towns in this vicinity, with salt and plaster of Paris for twelve months.

"It is astonishing that a subject of so much importance should not long since have received the attention which the interest of the public demands, and which is so vitally important to the inhabitants of the towns bordering upon the Connecticut River. W."

Rates of freight by the Merrimac canal the year it was constructed, 1814, were $13.50 per ton from Boston to Concord, 85 miles, and $8.50 from Concord to Boston. In 1823 they were $10 and $7, while in 1842, about the time of building the first railroad between the two cities they were $5 and $4, respectively, always higher going up the streams.

In the office of the Secretary of State of New Hampshire are excellent profile maps and drawings, made in 1816, for a waterway from a point on the Merrimac river just below Concord to the outlet of Sugar River in Claremont, made jointly in behalf of Massachusetts and New Hampshire.

The scheme which the drawings disclose contemplated making use of the Contoocook, Warner and Sugar rivers, deepening their channels when necessary, and providing many locks. A resurvey by engineers of the U. S. Army was reported to the Secretary of War in 1828.

The whole subject of canals and navigation of the Connecticut River has during the past few years been again brought into prominence through the united efforts of the citizens and boards of trade at Hartford, Springfield, Holyoke and places further north, looking toward again opening the river to navigation as far as Holyoke. Measures have been before Congress for the past five years calling for an appropriation of a number of million dollars for the improvement of the lower river as far north as Holyoke to bring the benefits of water transportation fifty miles further north than at the present time. This measure is being strongly opposed by the railroads in competition.

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Pliny Holton White

Pliny Holton White.

Pliny H. White was born Oct. 6, 1822 at Springfield, Vt. When the boy was three years of age, his father died and his bringing up devolved upon his mother, a woman of rare ability. His schooling at the hands of pedagogues was scanty and at the age of fifteen it seems to have closed.

Following that, he was for a few years a clerk in a store after which experience he studied law in the office of Hon. William C. Bradley at Westminster and he was admitted to the Windham County Bar, Nov. 24, 1843 at the age of twenty-one. Such a fact alone shows his early determination and success in his efforts.

From 1844 to 1848 he practiced law in West Wardsboro, from 1848 to 1851 in Londonderry and from Feb., 1851 until Dec. 25, 1852 in Brattleboro. In 1851 he was in addition to a lawyer the editor of the Brattleboro Eagle.

Tiring of his labors as a lawyer and an editor he entered the establishment of E. & T. Fairbanks at St. Johnsbury as a clerk, in which capacity he served until 1857.

Leaving the employment of the Fairbanks, Aug. 15, 1857, he became editor of the Hampshire & Franklin Express at Amherst until May 7, 1858. Being from his early youth of a religious mind his whole work thus far had in a way been distasteful to him.

Whatever he did throughout his life he did well and as a lawyer, an editor or a clerk his work was of an exceptional order but at length the desire to serve his neighbors in a religious capacity overcame all his other aims and following private study he preached his first sermon at Westminster April 18, 1858 and was licensed to preach 19 days later at Amherst. He at once removed to Coventry, Vt., where he was ordained Feb. 15, 1859 and here he lived and preached until his death.

Not alone as a clergyman, but as well, as a public citizen, a student, an historian and an author does the memory of Pliny H. White demand recognition.

In 1851 he was Assistant Clerk of the Vermont House of Representatives.

In 1852-3 he was Secretary of Civil & Military Affairs to Gov. Fairbanks.

He was the Representative from Coventry in 1862 and 1863 and the Chaplain of the Senate in 1864-65.

In Nov. 1863 he was appointed Superintendent of Recruiting in Orleans County and this office he held to the close of the war.

In Nov. 1862 he was appointed a member of the Vermont Board of Education and by consecutive elections he held the office for six years and during that period he was the author of the Annual Reports of the Board.

In 1857 he was Superintendent of Schools at St. Johnsbury and from 1861 to 1865 he held the same office in the town of Coventry.

When about twenty years of age he commenced writing for the periodical press and was a copious contributor to the newspapers and magazines during all the rest of his life. At different times he wrote editorially for the Vermont Journal, Peoples Journal, Newport Express, Caledonian, and Orleans Independent Standard. To the Historical Magazine and the Congregational Quarterly he contributed numerous historical and biographical articles.

For the Vermont Record he furnished some hundreds of articles, most of them relating to Vermont history and biography. Among them were a series of biographical notices of Alumni of Middlebury College, continued nearly every week for several years; a series of biographies of Presidents of the University of Vermont, and a series of Memoirs of Governors of Vermont. He was the Vermont correspondent of the Congregationalist from 1852 till 1869. He wrote much for the New York Observer, The Rutland Herald, The Vermont Chronicle; and contributed occasionally to many other periodicals.

Among his published addresses and sermons were the following:

1. "The Golden Age of Agriculture," an address before the Windham county Agricultural Society, at its Annual Fair, 3 Oct., 1850.

2. "Religious Lessons from the Atlantic Telegraph," a sermon preached at Coventry, Vt., 2 Aug. 1858.

3. "The Life and Services of Mathew Lyon," an address pronounced Oct. 29th, 1858, before the Vermont Historical Society, in the presence of the General Assembly of Vermont. Published Burlington, 1858, pp. 26, 8vo.

4. "A History of Coventry, Orleans Co., Vt." Irasburgh, 1859, pp. 70, 8vo.

5. "Death in the Midst of Life," a sermon at the funeral of Henry H. Frost.

6. "Methuselah," a sermon preached at Coventry, February 12, 1860. Published in the Herald of Truth, Vol. II.

7. "Home Duties in Time of War," a sermon delivered in Coventry, Vt. on the occasion of the National Fast, Sept. 26, 1861.—Published in the Orleans Independent Standard, 11 Oct. 1861.

8. "Christian Patriotism," a sermon preached at North Troy, 25 May, 1862, in commemoration of Lt. Charles F. Bailey, who died of a wound received in the skirmish at Lee's Mills, Va. 16 April. In the Orleans Independent Standard, 6 June, 1862.

9. A sermon preached at Coventry on occasion of the National Thanksgiving, Aug. 9, 1863. In the Orleans, Ind. Standard, 21 Aug. 1863.

10. A sermon occasioned by the assassination of President Lincoln. Preached at Coventry, 23 Apr. 1865. Brattleboro, 1865, pp. 20, 8vo.

11. "The Ecclesiastical History of Vt.," an essay read before the General Convention of Vermont at Newbury, June, 1866.

12. "Jonas Galusha, the Fifth Governor of Vermont," a memoir read before the Vt. His. Society at Montpelier, Oct. 1866.

13. "Annals of Salem," 8vo., pp. 4.

14. A sermon preached at Westminster, Vt. June 11, 1867, on the one hundredth anniversary of the organization of the Cong. church, Bellows Falls, 1867, pp. 27, 8vo.

15. "Manual of the Congregational church, Coventry, Vt." Montpelier, 1868, pp. 19, 8vo.

16. History of Newspapers in Orleans county, 1868.

17. History of Westminster church, 1869, pp. 20.

18. History of Orleans County churches, 1868, pp. 61.

Pliny H. White was an old-fashioned looking man and an old-fashioned fellow. To some few are alloted riches, to some far fewer still are given deserved honor but every man be he born high or low has the right to aspire for either. Perhaps Pliny White did not aspire for public honor, certainly he did not aspire for wealth.

And neither did Pliny White receive the honor in his own time due a man of his attainments.

Always a student of past history, as well as of history in its making he served his State well.

As the days pass, the sons of Vermont turn more eagerly to collect and to know whatever has been written concerning the Grand Old Commonwealth. To such and to all as might become interested in the records of Vermont, I think I could cite no better articles in their respective fields than the writings of this man.

At the time of his death and for sometime prior he was the efficient President of the Vermont Historical Society.

He died Apr. 24th, 1869, at Coventry, Vt., and he was buried Apr. 27th with his kindred at Westminster.

Dorman B. E. Kent.

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Journal of an Excursion to Manchester, Vermont

BY A PARTY OF

Norwich Cadets, 1823

From a Manuscript in Possession of the Vermont Historical Society.

Journal of an Excursion to Manchester, Vermont, by a Party of the Norwich Cadets 1823.

Relaxation from our studies, and our more severe duties at the Seminary, and for the purpose of perfecting ourselves with the use of the Barometer towards measuring the altitudes of mountains and other eminences were the immediate motives for undertaking this pedestrian excursion.

Having received an invitation from His Excellency, Richard Skinner, Governor of Vermont, residing at Manchester in the West part of the State, to visit that place for the purpose of determining the height of a mountain in that town, of course, this place was our ultimate destination, but we were not disposed to neglect interesting intervening objects and as we were unincumbered by business, and our numbers being small, we were in a great degree masters of ourselves.

On the 17th of Sept. 1823 we left Norwich at ½ past 5 A. M., accompanied by Capt. Partridge and arrived at White River village about 7 o'clock. This is a small village containing 20 or 30 houses and the inhabitants are principally employed in manufactoring domestic goods—we crossed the river and ascended a hill which we have since found to be 527 feet above tide water, the ground after this is principally level to Waterqueechy River dist. from Norwich 8 miles, crossed the bridge at 8 A. M. and proceeded over a pleasant road to Hartland. This is a neat village and the township contains 2,352 inhabitants; we stopped at the Tavern about 10 minutes for the 1st time since we left Norwich, the weather has been thus far very unpleasant with a kind of mist inclining to rain which makes it rather unpleasant traveling. Left Hartland at 10 o'clock and proceeded on slowly to Windsor, dist. 4 miles and 18 from Norwich, we arrived here ½ past 11 A. M. here we promised ourselves a resting place for a short time at least.

Windsor is situated on Connecticut River in Lat. 43° 20′. The population about 2000. It is a very pleasant, flourishing town and a place of considerable business. It contains a Court House, a Young Ladies Academy, 3 houses of public worship, besides an elegant Episcopal Church. The academy is a respectable institution containing 50 or 60 young ladies, the building is of brick 2 stories high. The State Prison is established here. Having a few leisure moments I devoted them in visiting this establishment. There were then confined 105 prisoners mostly foreigners, they are generally employed in weaving. The prison is very strong and well guarded; last year a prisoner succeeded in getting on top of the wall before he was perceived by the sentinel, but was immediately shot through the head by one of the guard.

The prison I think is inferior to N. H. Prison although this year it has yielded a net income to the state of $850.

Windsor is built on two principal streets parallel to each other and to Connecticut River, and in the lower street shews something of the bustle of business, both are ornamented by handsome houses some of which are built of brick. The inhabitants are hospitable and enterprising and this Town promises at some future day to be a large place. Having refreshed ourselves with an excellent dinner, we left here about 2 P. M. after travelling 4 miles we came to Ascutney Mountain. The summit of this mountain is about 5 miles from Windsor (W. S. W.) according to a measurement of Capt. Partridge it is 2,903 feet above Conn. River and 3320 ft. above Tide Water. It is a beautiful isolated mountain and the prospect from the summit is said to be very beautiful, as it commands a view of the country for a great number of miles around, during the last year the enterprising citizens of Windsor have cut a road nearly to the top and the mountain is now visited by a great number for the purpose of enjoying a view of its beautiful scenery—after leaving this mountain, for the road winds round the base, without ascending it we entered the Town of Weathersfield. This town like all the rest of townships in Vermont is 6 miles square, but

it has some peculiarities. There is a village established on each corner and one in the middle. One of the villages is owned by a Mr. Jarvis formerly a Consul from this country to Portugal. He is now called the richest farmer in Vermont. Population of the township 2116—we passed through the N. W. village to the meeting house which we have found to be 1082 feet above the sea. This place is about 10 miles from Windsor, where we arrived at ¼ before 5 but not finding accomodations here, we left and jogged on at a quick rate and arrived at the Black River in the West part of the Township, crossed the River at 6 o'clock P. M. 14 miles from Windsor. Here we found accommodations at Duncan's Tavern on the Black River. After leaving Windsor it began to rain which soon increased to a violent rain storm which continued with unabating fury till 11 o'clock P. M., but this did not stop us from travelling, we were soon drenched to the skin together with our packs on our backs add to this the trouble which every inexperienced pedestrian has to suffer in the onset with blistered feet and any one can picture to himself our condition, the first night however we were somewhat comforted by the attention of our Landlord and Lady, who prepared us an excellent supper and dried our clothes, after this we all turned in on the hall floor pretty well fatigued with our 1st day's work having travelled 32 miles during the day, 14 in the rain.

Sept. 18th. Rose this morning at ½ past 5 and began to prepare for march by packing our clothes, etc., after taking breakfast we left here rather stiff at 7 A. M. and arrived at Chester East village at 10 A. M. 10 miles from Black River where we slept, the road is quite uneven from Weathersfield. This is a small village; we stopt here only a few minutes and passed through Chester. This is a very neat village the seat of the Hon. Aaron Leland, Lieut. Gov. of the State of Vermont. It contains a young Ladies Academy which is a very respectable institution. The township contains 2370 inhabitants. After passing through Chester we travelled on over a smooth road to Andover where we arrived at 1

P. M. 7 miles from Chester, we stopt here a short time and got some refreshment and left here at 2 P. M. This is a small village consisting of a few scattering houses. The Township consists of 957 inhabitants. Here we had an excellent view of that great range of Mountains which extends through the state from N. to S. known by the appellation of the Green Mountain Range. Here as far as the eye could reach were to be seen this stupendous range of mountains their peaks rising from 5 to 4,000 ft. above the sea, far to the North could be seen Killington Peak the highest of this range being, according to Capt. Partridge's calculations, nearly 4000 ft. above the sea, after stopping a few minutes to view this grand view we descended into a valley at the foot of the mountains and entered the Township of Londonderry. Here is no settled village and the houses are scattered about the mountains. It contains 637 inhabitants, we were now slowly ascending the Green Mountains over an excellent turnpike road, after passing through Londonderry we entered the Township of Peru this like the last consists of Mountains, of course, has no settled village. It contains only 230 inhabitants scattered around the mountains. We arrived at the summit of the mountains where the turnpike passes which is in a defile, about 6 P. M. This place is 1942 feet above Tide Water. It is covered with woods like all the rest of the Range. The natural growth upon these mountains is hemlock, pines, and spruce and other evergreens. and they derive their names from their green appearance, After making an observation we began to descend the mountains very precipitately to a branch of the Batten Kill River which empties its waters into the Hudson, after crossing this stream the road is level to Winhall about 1 mile from the foot of the Range, we had now descended into the valley on the West side. This place is 17 miles from the Town of Andover, we arrived here about ½ past 6 and having refreshed ourselves with a good supper retired to rest having travelled this day 34 miles—during the day I had suffered a great deal with blistered feet and which compelled me to

ride about 6 miles. The day was beautiful but rather warm and the road was very fine.

Capt. P. anxious to reach Manchester that evening pushed on and arrived there about 9 P. M.

Sept. 19. Rose this morning 5 and proceeded on our journey to Manchester having determined to reach that place to breakfast 6½ miles dist. we arrived at ¼ before 7 A. M., found the Capt. and the rest of the party just sitting down to breakfast and without further ceremony we joined them having gained a keen appetite by travelling 6 or 7 miles. The road from Winhall is winding but smooth. Immediately before us is a range of Mountains about 6 miles W. of the Green Mountain range, there are no high hills in this range if we except the object of our visit.

The village of Manchester is situated between these two ranges of mountains about 5 miles from the main range. It is built on one main street which runs E. and W. and contains 30 or 40 houses some of which are very neat, a Brick Court House, a meeting House and a fine Tavern. Here is a pleasant and neat village and a place of some trade. The courts for the County are held alternately here and at Bennington. The Township contains 1502 inhabitants—At 1 o'clock P. M. we were prepared to ascend the mountain being accompanied by His Exy. and 20 of the inhabitants of Manchester making a party of about 50. Our guides being well armed and prepared we left the village at 1 P. M. and proceeded about a mile before we began to ascend then it came very rough and difficult of ascent—it is very steep indeed so much so that we had to hold on trees, or what ever came in our way to prevent our falling backward—We reached the summit at 3 P. M. On our way up we frequently saw the tracks of bears, it is frequented by bears, foxes, etc. and formerly wolves descended into the village and committed depredations on the stock but none have been seen lately. We stopt here long enough to make an observation and to record our names on the trees and began to descend in about ½ an hour. The summit is covered with trees; after descend-

ing about $\frac{3}{4}$ of a mile we came to an open place where was the most elegant view I ever saw, all around as far as the eye could see were mountains which gave it a very romantic appearance. To the S. W. the little town of Bennington (famous for its battle during the Revolutionary war) could be seen through a defile in the mountains, to the N. was Killington Peak—although the country below us was quite hilly and uneven still from this great height it all appeared like a perfect plain and Manchester could be just discerned appearing as a speck being 2903 feet below us.

This view alone I consider as a full compensation for the trouble it was to get here. None but those who have been witnesses of such a scene can have any idea of its grandeur.

This mountain is 3706 above Tide Water by our calculations. The descent of this mountain was more difficult than the ascent as we were in danger of falling; we got back to the Tavern about 6 o'clock P. M. pretty well fatigued but highly gratified with our expedition.

In the evening we rec'd. a polite invitation from Gov. Skinner to take tea with him but declined as our numbers were large for a *Tea Party*, we however spent the evening at His Exys. were all separately introduced to him by our Capt. we spent the evening here very agreeably and had a fine treat of fruit, etc. which was to us a treat indeed. Gov. S. is a very pleasant, agreeable gentleman. He has since resigned his office of Gov. and appointed Chief Justice of the Supreme Court of the State.

Sept. 20. It being now Saturday we had indulged ourselves with the hope of staying here today and tomorrow but our Capt. thought it best for us to proceed homeward. At first it was thought best to go the same way we came but we pressed the Capt. so hard to return by the way of Rutland that finally he consented and we left Manchester about 9 A. M. The road is quite smooth and we travelled on at a quick rate, during the day we passed Dorset, Vt. celebrated for its natural cave, crossed the Otter Creek River 4 times which is very winding and arrived at Rutland at $\frac{1}{2}$ past 7

P. M. This is a very neat village situated on a high and commanding hill. It contains a Court House, 2 Meeting Houses, and an Academy and has some trade. Pipe clay is found in this Town in considerable quantities, 2 Weekly papers are published here. The Township contains 2397 inhabitants and borders on the Otter Creek River 55 miles from its mouth. We travelled 34 miles this day of course did not have much time to look about.

Sunday, Sept. 21-1823. Here we certainly expected to rest for the day but after breakfast the Capt. said we had no clothes to attend church in and he thought we might as well move on, accordingly we left Rutland about ½ past 8 A. M. we passed over the base of Killington Peak during the forenoon, it is the worst road I ever saw, we arrived at Sherburne P. M. 2 o'clock. Here is a piece of road 14 miles in the woods not a house to be seen except now and then a log house. These are merely a pile of logs with the cracks between filled up with clay, it has no chimney, nor floor but the ground and a hole left for the smoke to find its way out. Sherburne is a small township containing only 116 inhabitants chiefly scattered around the mountains and not settled in any regular village. At the Tavern where we stopt we found an old man the father of the Landlord who is about 97 years old, he was at the battle and taking of Ticonderoga and Crown Point as a private, he is now quite infirm and helpless, not having much time to spare, we left here and traveled on to Woodstock where we arrived about 5 P. M. being 28 miles from Rutland. This day's travel has been the hardest since we left home the road being hilly and very bad.

Woodstock is situated on the Waterqueechy River, here is a pleasant and handsome village containing a Court House, Jail, 2 Meeting Houses an academy, and is a place of some trade.

Population 2672—

We stopt here Sunday night and at 6 o'lock A. M. Sept. 22d we started for Norwich 16 miles dist. passed through White River village and arrived at Norwich at 11 o'clock

A. M. precisely. Capt. P. reached Norwich Sunday eve at 11 o'clock having travelled that day 44 miles.

Our travelling was as follows 1st day 32 miles—2d 34 miles— 3d 15—4th 34—5th 28 and the 6th 16 miles. Total in 5½ days 159 miles. Our party consisted of Cadets Johnson, Newton, Horton, Swanton, Shepard, Kennedy, W. Clapp, Deas, Hill, Murdock, Thomson, I. Williams, B. Williams, Talbot, Binney, Ball, Blanchard, Campbell, C. Clapp, Davis, Hinsdill, Tyng, Sherman, Powell, Brooks, Jenness, and Hoppen. Total 27 under the immediate superintendence of Capt. A. Partridge.

Having now accomplished our undertaking we were prepared to resume our studies and other duties with renewed vigor—we had an excellent chance of seeing the country being on foot and in a small party. Professor Silliman says: "It is worth a journey across the Green Mountains (which occupy almost the entire breadth of Vermont and from which the state derives its name) to see the grand views they present."

Here is an immense chain some peaks higher and some lower not here and there a single peak but a vast billowy ocean swelled into innumerable pointed waves and bold ridges.

They were at the time we crossed them in full forest being completely covered with trees and presenting their beautiful green appearance. The land on the West side of the range is superior to the eastern, along on the Otter Creek River we found some excellent clear, good land but almost every where is land fit for pasturage.

Norwich.

Is situated on the West bank of Connecticut River Lat. 43°-43′ N. and opposite to Hanover, N. H. the seat of Dartmouth College. It contains 2000 inhabitants. It consists of 2 villages the upper and lower. The lower or principal village is situated on a plain about 1 mile from the River.

Here are 2 Meeting Houses an Academy and about 60 houses, a Post Office and is a place of some trade. Here also is a Military Academy established in 1820. The building was raised by some gentlemen of Norwich but is now owned and under the superintendence of Capt. Alden Partridge of Norwich formerly Supert. of the U. States Military Academy established at West Point State of N. York. He was educated at Dartmouth College at Hanover, N. H.

The Military Academy is situated on the main street of the village. It is a large brick building 4 stories high, 100 ft. long and 50 wide presenting a front of 52 windows, it is divided into 42 rooms for the Cadets or students and 2 recitation rooms, a lecture room, and armory. The students' rooms are 18 by 24 ft. In front is a yard or parade ground of 3 or 4 acres surrounded by a high fence and on each side of the gate at the main entrance are 2 brick guard houses for the accommodation of the guard which are always stationed during the summer evenings. The course of studies are various including all that are generally attended to at the Colleges in our Country together with some practical scientific branches, but the Mathematics are those which are most generally attended to, among 150 that was at the Seminary in Aug. 140 were studying the Mathematics besides these the students are required to go through a regular system of military duty such as camp and garrison duty in all its varieties but these are so arranged as not to interfere with the studies and so managed as to occupy such time as would otherwise be devoted to idleness. The discipline is very strict; in fact it is under a strict military discipline in every respect. This institution was first opened Sept. 1820 under the name of the "American Literary, Scientific and Military Academy." The students are styled Cadets.

It has a Professor of Mathematics (Capt. P.) and 6 assistants, 1 professor of Greek, Latin, Hebrew, French, Geography, Ethics, Belles Lettres, Philosophy, History, Chemistry, Practical Geometry, Topography, Musick, Eng. Grammar, Stenography and an acting Sword Master.

Beside the instruction from these professors Capt. Partridge delivers 3 courses of Lectures on Military Science, 1 course on History and one on Geography during a year.

The total number that have belonged to the Academy since its commencement to Decr. 1st 1823 was 345, of this number 209 was there during the year 1823, in August 1823 the Academy was fuller than ever it was before, the roll then consisted of 158 Cadets.

They are collected from all parts of the Union as may be seen from the Table below:

States	No.	States	No.
Maine	22	No. Carolina	2
N. Hampshire	55	S. Carolina	16
Vermont	100	Georgia	3
Massachusetts	82	Mississippi	3
Connecticut	19	Alabama	None
Rhode Island	3	Louisiana	3
New York	18	Tennessee	None
Pennsylvania	9	Kentucky	1
Delaware	2	Indiana	None
Maryland	2	Illinois	None
Virginia	None	Ohio	1
Missouri	1	N. Jersey	2
Michigan	2	Washington City	1

Of this number 8 has been dismissed for irregularities since 1820.

Portland Jany. 16th 1824

William G. Brooks

Cadet A. L. S. & M. Academy.

Journal of an Excursion on Military March by the Corps of Cadets belonging to the A. L. S. & Military Academy Norwich, Vt.

Oct. 1, 1823. Having been at home about a week after our return from Manchester we received orders to prepare for

a military excursion to Windsor 18 miles from Norwich—according to orders we were prepared and after prayers by our Rev. Chaplain we took up our line of march at ½ past 9 A. M. Oct. 1, 1823. The day was fine but very dusty,—we arrived at Windsor at 5 P. M. were met about 1 mile from the village by the Jefferson Artillery Company who escorted us into the village to the Court House which had been provided by the Committee of Arrangements for the reception of our arms and accoutrements, after taking some refreshment we were billetted out with the inhabitants. It fell to my lot to be quartered at an excellent place with one Deac. Coolidge where I was treated with a great deal of attention.

Oct. 2. Reveille beat at 6 A. M. at 9 A. M. formed parade and attended prayers by the Rev. M. Wheeler—were then dismissed for 1 hour, then formed in column and marched to the ground prepared for our parade, here went through the regular battallion drill with and without arms and the firings, after that practiced street firing on the retreat to our quarters—were then dismissed at 2 P. M. till 5 At 3 P. M. Capt. P. delivered a military lecture subject Battle of Waterloo—at 5 P. M. formed evening parade afterward stacked arms and marched by double files into the Episcopal Church and heard prayers read by the Rev. Mr. Leonard the Rector and were then dismissed at 7 P. M. another Lecture from Capt. P. on Education.

Oct. 3. Reveille at 6 A. M. parade and prayers at 8 and at ½ past 9 formed in column and took up our line of march for Norwich and had the pleasure of arriving there at ½ past 5 P. M. —W. G. BROOKS.

On the return of the Corps a committee of seven was appointed to express to the inhabitants of Windsor in writing the feelings of the Cadets for the kindness and hospitality which they received during their visit to that place.

A CARD.

We the undersigned being selected in behalf of the Corps of Cadets to communicate their sentiments on the subject

of the late march take this method of expressing our gratitude to the inhabitants of Windsor for the kind and generous reception we experienced from them during our late visit to that place.

We are sensible that we can at best make but a feeble acknowledgement for the politeness and attention exhibited towards ourselves and our respected Superintendant by the Citizens of Windsor—Their liberality will ever be held in grateful remembrance as the effusion of an enlightened people capable of duly appreciating the advantages of an institution constituted on the principles of the one to which we are attached.

We would beg of them to accept in return our best wishes for their happiness and prosperity with the hope that the liberality and patronage which they have so freely extended to that institution of which we are members may be doubly realized by them.

We have heard with no ordinary sensations of pleasure the many commendations which have been bestowed on the military acquirements of our corps and while we shall ever endeavor to merit the good opinion of the enlightened men of our country we shall consider their approbation as the greatest reward we can receive and the most powerful stimulus to future exertion to render ourselves worthy and enlightened citizens and able defenders of our country's rights. In reflecting on the different occurrences on the march we feel great pleasure in expressing our obligations to those persons who contributed to our refreshment and would mention particularly D. H. Sumner Esq. of Hartland. We cannot close this communication without expressing our respects to the Independent Artillery Company in Windsor for the honor they conferred on us in volunteering their services to escort our Corps into Town. Their correct discipline and the apparent ease with which they performed their evolutions reflect great credit on the individuals who compose it and also on their liberal and patriotic commander Capt. Marsh.

We will conclude by observing that these are not the unmeaning sentiments which etiquette or common courtesy might alone demand but proceed from hearts that warmly feel and minds that are highly sensible of the friendship and cordiality which were so freely and liberally bestowed.

In behalf of the Corps of Cadets

EDWIN F. JOHNSON,	F. B. TREPAIGHER,
A. KENNEDY,	ALFRED STANLEY,
Wm. G. BROOKS,	THOS. B. ADAMS,
	B. WILLIAMS.

Committee.

A. L. S. & M. Academy Oct. 9, 1823

109-110

NECROLOGY

by

Walter H. Crockett

and

Dorman B. E. Kent

Kittredge Haskins.

Kittredge Haskins was born at Dover, Vt., April 8, 1836. He was educated in the common schools and in 1860 married Esther Childs of Wilmington, Vt. He was admitted to the bar in 1858 and became States Attorney of Windham County from 1871 to 1872 and was United States District Attorney from 1880 to 1887. In August, 1862, Mr. Haskins enlisted with the 16th Vermont Regiment and was promoted to 1st Lieutenant. In March, 1863 he resigned on account of disability. He was Colonel on the staff of Governor Peter T. Washburn in 1869.

In the Legislatures of 1872-1873, 1896-1897, 1898-1899, Mr. Haskins represented Brattleboro and was State Senator from Windham County 1892-1893. He was Speaker of the House at a special war session held in May, 1898 and was re-elected for the session of 1898. In 1900 he was elected to Congress from the Second Vermont district and served until 1909. Mr. Haskins was prominent in Masonic Circles and in the Episcopal diocese of Vermont.

Edwin H. Higley.

Edwin H. Higley was born at Castleton, Vt., February 15, 1843, the son of Harvey O. and Sarah B. (Little) Higley. He was educated at Castleton Seminary and Middlebury College, graduating from the latter institution in 1865 (A. B., Phi Beta Kappa). He was a student at the Royal Conservatory of Music, Leipsig and the University of Leipsig, 1882-1885. He married Jennie S. Turner at Middlebury, June 2, 1870. He enlisted as First Sergeant, Co. K, First Vermont Cavalry, September 20, 1861, and was promoted to Second Lieutenant, acting adjutant. He was ordnance officer on General Custer's staff, 1863 and participated in Kilpatrick's raid. He served on General Hancock's escort during the Wilderness campaign and was a prisoner of war. At the close of the war he was discharged as Captain and Battalion Major. He was an organist at Charlestown, Mass., 1866-1871 and Professor of Greek and German at Middlebury College 1872-1882. He was the author of "Exercises in Greek Composition" and a "Centennial Poem" delivered at Middlebury College in 1900. He lived at Groton, Mass.

George Arnold Hines.

George Arnold Hines was born at Brattleboro, Vt., January 29, 1840. He was fitted for college in private schools at Brattleboro and West Brattleboro, entered Harvard College at the age of seventeen, and was graduated from the Lawrence Scientific School of the college in 1862. After his marriage in 1863, he entered into partnership with John Vinton of Brattleboro, and conducted a machine shop for several years. Of his architectural, as well as his engineering skill, he has left many evidences—as the Soldiers' Monument of the town of Brattleboro, its High School and several of the best business blocks and residences. When his partnership was dissolved, he became connected with the Estey Organ Co., from which he retired a few years before his death. He represented Brattleboro in the Vermont Legislature in 1894. He was Secretary and treasurer of the Prospect Hill Cemetery Association, and an active member of the Professional Clubs. In private life he was devoted to his family, his library and his family genealogies and early history. He died suddenly from heart trouble, while walking home on a hot Saturday afternoon—August 8, 1914.

George Emory Littlefield.

George Emory Littlefield was born at Boston, August 20, 1884, the son of Jacob and Sarah (Hill) Littlefield. He was graduated from Harvard in 1866 and married Emily Frances Willis in 1870. He was engaged as a bookseller in Boston from 1868 to his death. He was a bibliographer and author of "Early Boston Booksellers", "New England Schools and School Books", "Early Massachusetts Press," His residence was in Cambridge, Mass.—He died Sept. 4, 1915.

Anson Daniel Morse.

Anson Daniel Morse was born at Cambridge, Vt., August 13, 1846, the son of Harmon and Elizabeth (Buck) Morse. He was graduated from Amherst College in 1871 and later received the degree of A. M. from Amherst and that of LL. D. from Union College. He married Margaret D. Ely at Lyme, Conn., September 3, 1878. He taught in Williston Seminary from 1872 to 1875; studied in Heidelberg, Germany, 1876 and 1883; taught in Amherst College from 1876 to his death, first, history and political economy and later as professor of history.

Albert Merriam Albee.

Albert Merriam Albee was born at Westminster, Vt., November 13, 1821. He attended school in Bellows Falls and later at the Walpole, N. H. Academy. He was admitted to the Windham County bar in 1843; to the Supreme Court of Vermont in 1846; was a charter member of the Vermont Bar Association, and at the time of his death was the oldest practicing attorney in the State. He was married on December 30, 1845, to Mary C. Wait of Andover, Vt., and at the time of their deaths, which occurred within three days of each other, they were the oldest married couple in the State. He died February 18, 1916 at his home in Bellows Falls at the age of 94.

Charles Edwin Allen.

Charles Edwin Allen was born in Burlington, Vt., in 1838. He was fitted for college at the Burlington High School and was graduated from the University of Vermont in the class of 1859. He studied law at the Albany Law School, was admitted to the bar and after practicing a few years in New York City returned to Burlington where he lived until his death. He was city clerk from 1886 to 1903; school commissioner, 1883-1906; alderman 1878-1882. For several years he was vestryman of St. Paul's Church and secretary of the Alumni Association of the University of Vermont from 1870 until his death. In 1867 Mr. Allen married Ellen C. Lyman, who died in 1896, and was survived by two sons and one daughter. He was an authority on matters of town history and archaeology and had compiled an interesting volume entitled "About Burlington". He died May 24, 1915.

Clarke C. Fitts.

Clarke C. Fitts was born at Wardsboro, Vt., October 17, 1870, the son of Osmer C. and Abbie (Twitchell) Fitts. His father died when he was a boy of fourteen and after a few terms in Leland and Gray Seminary and one year in Brattleboro High School, from which he graduated, he entered the law office of Waterman, Martin & Hilt as a student. He was admitted to the bar in 1891, four days after he attained his majority. At one time he became interested in a quarrying scheme which proved a failure. Not being of age he could not be held for debts, but he assumed them and in eight years paid every debtor although it necessitated no little privation. In 1894 he was elected States Attorney of Windham County and prosecuted offenders vigorously, particularly offenders against the liquor law. In 1901 he was offered the federal judgeship at Cape Nome, Alaska with a salary of $5000, but declined. Mr. Fitts was active in legal affairs as the representative of the water power company and much interested in conservation matters. In 1907 he was elected town representative and became a leader in Legislature. He was elected to the office of Attorney General which the Legislature had created and was re-elected to this same office in 1906. He became a leader of the younger generation of lawyers and was one of the most brilliant attorneys Vermont has produced. He was active in promoting the welfare of his town and state. In politics he was a Republican and was frequently called upon for political speeches. He was president of the Vermont Bar Association, was a trustee of the Brattleboro Savings Bank and a director of the People's National Bank.

In 1893 he married Miss Harriet Lym of Londonderry, who died in 1897. There were twin sons by that marriage, Robert I. and Stanley C. Fitts. In 1903 Mr. Fitts married Miss Maude L. Emerson of Brattleboro, and the children of this marriage were Osmer C. and a daughter Miriam.

Mr. Fitts died in Watertown, Mass., December 20, 1916, following a surgical operation.

Urban Andrain Woodbury.

Urban Andrain Woodbury was born at Acworth, N. H., July 11, 1838, the son of Albert M. and Lucy W. Woodbury. The family removed to Vermont about two years later and he received his education in the common schools of Morristown and at People's Academy, and was graduated from the College of Medicine of the University of Vermont in 1859. At the breaking out of the Civil War he enlisted in Col H, 2nd Regiment of Vermont Volunteers, and lost his right arm in the first battle of Bull Run in 1861. He was taken prisoner and held in Richmond until paroled Oct. 5, 1861, and was discharged on account of wounds on October 18. November 17, 1862, he was commissioned as captain of Co. D, 11th Regiment of Vermont Volunteers; in June, 1863, he was made captain of the 13th Veteran Reserve Corps, serving until March, 1865.

After his return from the war he became interested in the lumber business and real estate operations. He was president and principal owner of the Mead Manufacturing Co., the Crystal Confectionery Co., and President of the Queen City Cotton Co., and for 33 years the owner and proprietor of the Van Ness House in Burlington.

Mr. Woodbury was a Republican and held many public offices. He was alderman of Burlington from 1881 to 82; mayor of the city from 1885 to 1886. In 1888 he was elected lieutenant-governor, and was governor of Vermont from 1894 to 1896. In September, 1898, he was appointed by President McKinley a member of the commission to investigate the conduct of the war with Spain, and President Roosevelt appointed him a member of the Board of Visitors to West Point.

He was married to Paulina L. Darling, of Morristown, February 12, 1860 and had six children. At their residence in Burlington they entertained many prominent guests, including President McKinley, Vice-President Hobart, Whitelaw Reid, President Roosevelt, Secretary of the Treasury,

Leslie M. Shaw, President Taft, Ambassador Jusserand, Ambassador James Bryce, and many others.

Mr. Woodbury died at his home in Burlington, April 15, 1915.

Charles F. Mathewson.

Charles F. Mathewson was born at Barton, Vermont, May 3, 1860, the son of A. B. and Amelia Mathewson. He was graduated from Dartmouth in 1882, and in 1885 received the degree of LL. D. at Columbia, and in 1907 the degree of A. M. at Dartmouth. He married Jeanie C. Anderson of Portland, Maine, in October, 1886. He studied law and practiced in New York City with the firm of Root and Story, 1887-1890. He was a member of the firm of Story and Mathewson 1890-1891, and later of other law firms. He also was chief counsel for the Consolidated Gas Co. and other large corporations. He was a trustee of Dartmouth College, director of the Caledonian-American Insurance Co. and the Colorado-New Mexico Coal Co. He was the author of various public addresses and papers. His residence was in New York.

David Johnson Foster.

David Johnson Foster was born at Barnet, June 27, 1857. He was graduated from St. Johnsbury Academy in 1876 and Dartmouth College in 1880. He studied law, was admitted to the Vermont bar in 1883, and practiced law in Burlington until 1901. He was States Attorney of Chittenden County 1886-1890; State senator, 1892-1894; Commissioner of State taxes, 1894-1898; Chairman of the Board of Railroad Commissioners, 1898-1900. He was elected to Congress in 1900, and in March, 1910 was made Chairman of the important committee of Foreign Affairs. He represented the United States at the Mexican Centennial in 1910. In 1911 he was Chairman of the United States delegation to the general assembly of the International Institute of Agriculture at Rome. He married Mabel M. Allen of Chelsea in 1883 and had three daughters, Mabel, Mathilde and Mildred. He died in Washington, March 21, 1912.

John Ellsworth Goodrich.

John Ellsworth Goodrich was born in Hinsdale, Mass., January 19, 1831. He entered the University of Vermont in 1849 and was graduated in 1853. He was principal of the Academy at Hinsdale in 1853, and of Washington County Grammar School at Montpelier from 1854 to 1856. He then entered the theological seminary at Andover, Mass., and was graduated in 1860. He was ordained as a Congregational clergyman at Hinsdale, Mass., in 1864, and was chaplain of the 1st Vermont Cavalry in 1864 and 1865. He served with that regiment in the campaigns of the Wilderness and of the Shenandoah Valley, was present in the struggle about Petersburg and at the surrender at Appomattox. He served the church in Richmond as pastor from 1865 to 1868 and became superintendent of the city schools in Burlington in 1868. He accepted the principalship of Kimball Union Academy at Meriden, N. H., in 1871 and was called to the University of Vermont in 1872 as professor of English Literature and Latin. He continued at the University, occupying the chairs of Greek and Latin and finally of Latin alone until his withdrawal in 1907. From 1907 to the time of his death Professor Goodrich was busy compiling books for the press, reviewing manuscripts for publication and in the preparation of articles for encyclopedias. In 1900 Professor Goodrich became president of the Humane Society and from 1895 he was president of the Phi Beta Kappa Society, holding both offices up to the time of his death. He died on Wednesday morning, February 24, 1915 at his residence in Burlington, after a considerable period of feeble health, aged 85 years. January 8, 1869, Professor Goodrich married Miss Ella M. Moody of Burlington, who survived him with one son, Chauncey M. Goodrich of Detroit, Mich., and one grandchild.

Wilbert Lee Anderson.

Wilbert Lee Anderson was born at East Berkshire, Vt., July 21, 1857, the son of Ira S. and Elvina (Perley) Anderson. He was graduated from Oberlin College in 1879 and from Yale Divinity School in 1882. He married at Sandusky, Ohio, August 4, 1883, Dorinda A. Beathe. He was ordained to the Congregational ministry in 1882 and held pastorates at Stowe, Vt., 1882-1890; Muskegon, Mich. 1890-1892; Exeter, N. H., 1893-1907; Amherst, Mass., 1907 to his death. He was the author of "The Country Town," "A Study of Rural Evolution", and was a contributor to religious publications.

Charles S. Gleed.

Charles S. Gleed was born at Morrisville, Vt., March 23, 1856, the son of Thomas and Cornelia (Fisk) Gleed. He received the degree of A. B. from the University of Kansas in 1880. He was admitted to the bar in 1884 and married Mabel Gore at Lawrence, Kansas, June 28, 1888. He was a director of the Atchison, Topeka and Santa Fe, and other railways and banks. He was the editor of the Denver Daily Tribune, 1884; President of the Kansas City Daily Journal Co.; Vice-President of the Pioneer Trust Co.; Chairman of the Southwestern Bell Telephone group. He was also a trustee of the University of Kansas for twelve years and the author of many legal and political pamphlets and addresses. His home was in Topeka.

Fred Taylor Caswell.

Fred Taylor Caswell was born in Stanstead township, Quebec, August 6, 1860, educated in Derby Line Academy and Stanstead College and immediately began his business career. From a comparatively small beginning his business interests grew to be the largest retail store enterprise in the vicinity of Orleans County and one of the largest in the state. He was also engaged in lumber enterprises, erecting extensive mills on the Grand Trunk railway. In the village of Derby Line and in the town of Derby he held many public offices and in 1914 was elected to the state legislature as town representative, holding the office at the time of his death. He was a director of the Derby Line National Bank and the International Water Co. and a member of the trustees board, of Stanstead College, Derby Academy and the Congregational Church, and a member of the Golden Rule Lodge of A. F. & A. M., of the Lively Stone Chapter of R. A. M. and the Malta Chapter of K. P., and the Vermont Society of the American Revolution. He died at Derby Line, Vermont, September 9, 1916.

Horatio Loomis Wait.

Horatio Loomis Wait was born in New York, August 8th, 1836, the son of Joseph and Harriet (Whitney) Wait. He was educated at Trinity School and Columbia Grammar School, New York. In 1856 he went to Chicago and married Clara C. Long of that city May 7, 1860. He enlisted in Co. D, 60th Illinois Infantry and later became a paymaster in the Navy with the rank of Master. He served under Admirals Dupont, Farragut and Dahlgren. He resigned from the Navy in 1865, studied law and was admitted to the Bar in 1870. In 1876, he was appointed Master in Chancery for the Circuit Court of Cook County.

Albert Russel Savage.

Albert Russel Savage was born at Ryegate, Vt., December 8, 1847, the son of Charles W. and Eliza M. (Clough) Savage. He received his A. B. degree at Dartmouth in 1871 and that of A. M. from the same college in 1874. In 1898, Bates College conferred upon him the degree of LL. D. and Bowdoin College also made him a Doctor of Laws in 1909. He married Nellie M. Hale, August 17, 1871. She died August 24, 1912. On September 2, 1914, he married Frances A. Cooke of Weston, Mass. He was admitted to the bar in 1874; was Judge of Probate for Androscoggin County, 1885-1889; Speaker of the Maine House of Representatives, 1893; Associate Justice Supreme Court of Maine 1897-1913 and Chief Justice from 1913 to the time of his death. His home was at Auburn, Me.

Stephen Rand.

Stephen Rand was born at Norwich, Vt., May 11, 1844. He was appointed acting third assistant engineer U. S. Navy, December 17, 1864. He was honorably discharged, August 8, 1869 and appointed assistant paymaster in the Navy, August 12, 1869. He successively passed assistant paymaster, April 30, 1874; paymaster, January 19, 1885; pay inspector, September 1, 1894; pay director, July 1, 1902; and was finally advanced to rank of rear-admiral. He was retired May 11, 1906 for services rendered during the Civil War. His residence was in Washington.

Horace Henry Powers.

Horace Henry Powers was born at Morristown, May 29, 1835, the son of Horace and Love (Gilman) Powers. He was educated at Peoples Academy and the University of Vermont, from which he was graduated in the class of 1855. In 1858 he married Caroline E. Waterman of Morristown. He taught school for two years, studied law and was admitted to the bar in 1858. He practiced law at Hyde Park until 1862, when he formed a partnership with P. K. Gleed of Morrisville, which continued until 1874. He represented Hyde Park in the Legislature of 1858 and was States' Attorney of Lamoille County, 1861-1862. In 1869 he was a member of Vermont's last Council of Censors. In 1872 he served as Senator from Lamoille County, and in 1874 he represented Morristown in the Legislature and was chosen speaker. He was elected to the Supreme Court in 1874 and remained on the bench until 1890, when he was elected to Congress, holding that position until 1901. For several years after his retirement from Congress he was attorney for the Rutland railroad.

William Tarbox Dewey

William Tarbox Dewey was born in Montpelier, September 30, 1852. Upon his graduation from the Washington County Grammar School in 1870, he entered the office of the secretary of the Vermont Mutual Fire Insurance Co. at Montpelier, where his business capacity, fidelity and courtesy, were recognized in his promotion to the position of director and treasurer in 1891. Always deeply interested in the best interests of his native town, he was for a time an active member of its fire department and of the Vermont National Guard. He was a director in the Wetmore and Morse Granite Co., the First National Bank of Montpelier, the Neshobe Lighting Co. of Brandon, a member of the State Historical Society, the Society of Colonial Wars, of which he was a lieutenant-governor at the time of his death. For twenty years he was treasurer of the board of land agents of the Episcopal Diocese of Vermont, and for eleven years he was a vestryman of Christ (Episcopal) church of Montpelier. Mr. Dewey delighted in investigations of genealogical and historical data, and was prominent in the interests of the patriotic societies to which he belonged. In 1908 he was elected vice-president of the Vermont Society S. A. R. and in 1910 he became president of the Society. During this period he was a delegate to the National Conventions of this Society, and when he died he was vice-president general of the Society.

Franklin G. Butterfield.

Franklin G. Butterfield was born in Rockingham, Vt., May 11, 1842. At the age of 18 he enlisted as a private in Co. A, 6th Vermont Volunteers, and was promoted to the rank of lieutenant, captain and lieutenant-colonel, commanding his regiment when only 22 years old. For special bravery at Salem Heights he was awarded the Medal of Honor, the highest military decoration in the United States. He served as Judge Advocate General with the rank of Brigadier General. He was educated at Middlebury College receiving the degree of A. M. He removed to Derby Line in 1892 and was president of the Butterfield Company, a large manufacturing concern. He was Supervisor of the census for Vermont in 1880; represented his town in the Legislature of 1898 and was a member of the State Senate in 1910. He died Jan. 6, 1914.

Josiah Henry Benton.

Josiah Henry Benton, son of Josiah H. and Martha (Danforth) Benton, was born at Addison, Vermont, August 4, 1843. He received the degree of LL D. from the Albany Law School, 1866; that of honorary A. M. from Dartmouth, 1869; and that of LL D. from Norwich University in 1908. He married Josephine E. Aldrich of Bradford, Vermont, May 19, 1866. His second wife was Mary E. Abbott of Concord, N. H., whom he married September 5, 1875. He was a private in Co. H, 12th Vermont Volunteers, serving from August 1862 to July 1863. He was admitted to the bar in 1866 and practised law at Lancaster, N. H., 1867-1873. He was assistant clerk and clerk of the New Hampshire House of Representatives, 1868-1869 and 1870-1872. He began the practice of law in Boston in 1873. He was elected director of the Northern Railroad in 1879 and was lecturer on corporations and railroads in the Boston University Law School from 1894-1900. He was elected trustee of the Boston Public Library, 1894, and later president of the board. He was also a trustee of the Massachusetts State Library and of Boston University. He was the author of monographs and addresses on economic and legislative subjects, also "Samuel Slade Benton, His Ancestors and Descendants", "A Notable Libel Suit," "Early Census-making in Massachusetts", "The Story of the Old Boston Town House" and the "Book of Common Prayer". His residence was in Boston.

John G. McCullough.

John G. McCullough was born at Newark, Del., September 16, 1835, of Scottish and Welsh ancestry. He attended the local schools, was graduated from Delaware College with the highest honors of his class, studied law in a Philadelphia office, and was graduated from the law school of the University of Pennsylvania in 1859. The state of his health necessitating a change of climate, he went to California and was admitted to the bar of that State in 1860. In the following year he was elected to the State Legislature and the next year to the Senate and then to the office of Attorney-General. In 1873 he returned to the East, making his home in North Bennington, Vt. For fourteen years he was Vice-President and President of the Panama Railroad Co.; he was a Director of the Erie Railroad; President of the Chicago and Erie for ten years and of the Bennington and Rutland for fifteen years. He was also on the directorate of the New York Security and Trust Co., the Bank of New York, the Fidelity and Casualty Co., the American Trading Co., of New York, the National Life Insurance Co., the New York and Jersey City Tunnel Railroad Co., the Santa Fe Railroad Co., the Lackawanna Steel Co., and other corporations. He was a trustee of the University of Vermont and had received from that institution, from Middlebury College and from Norwich University the honorary degree of Doctor of Laws. He was active in Republican politics. He was elected a delegate to the Republican National Conventions of 1880, 1888, and 1900; was a member of the State Senate in 1898 and Governor in 1902. He was married in 1871 to Eliza Hall Park, and had one son and three daughters. He died at his winter home in New York City, 88 Park Avenue, May 29, 1915, in the 80th year of his age.

Henry Dwight Holton.

Henry Dwight Holton was born in Rockingham, Vt., July 24, 1838, a son of Elihu Dwight and Nancy (Grout) Holton. He was educated at the Vermont Academy at Saxton's River, later studied medicine in Boston, and in 1860 was graduated from the Medical School of the University of New York.

In 1867 he removed to Brattleboro, Vt., where for more than forty years he was prominently identified with every movement looking to the welfare of the town and state. In 1867 he was elected president of the Connecticut River Medical Association; in 1873 the president of the Vermont Medical Society; in 1875 a delegate to the International Medical Congress at Brussels; for thirteen years he was professor of materia medica and general pathology at the Unisity of Vermont; for eighteen years a trustee of the University of Vermont and the State Agricultural College; in 1902 he was elected president of the American Public Health Association and chairman of the board of trustees of the Pan-American Medical Congress; in 1901 president of the Tuberculosis Congress.

He was also a member of many other medical and scientific bodies in this country and abroad. The Vermont State Board of Health is an outcome of his efforts, while president of the Medical Society. He was greatly interested in educational matters and for twenty-five years was a member of the Brattleboro school board; for twenty years president of Leland Grey Seminary at Townshend; and at the time of his death was president of the Austine Institution for the Deaf and Blind at Brattleboro, and the Brattleboro Home for the Aged and Disabled.

He was also president of the Brattleboro Gas Light Co. for sixteen years and for many years served as director, vice-president, and president of the Vermont National Bank. He had been a member of both branches of the State Legisla-

ture; was commissioner from Vermont to the Nicaraugan Canal Convention in 1892; in 1893 commissioner to the Columbian exposition at Chicago. He was married to Ellen Hoit of Saxton's River.

Joseph Arend DeBoer.

Joseph Arend DeBoer was born in Warfum, Province Gronigen, Holland, June 17, 1861. His father, Jan Arend DeBoer, and his mother Ange Peiter Kiuper, were born in the same town, and his ancestors, on both sides, had lived there for generations. His father died in 1861, and his mother brought him to Albany, N. Y., at the age of seven. His great ambition was to obtain an education, and since he could not count on financial aid from his family, he set about earning some money himself as the first step in this direction. This he succeeded in doing by becoming a newsboy and paper carrier.

He was admitted to Grammar School No. 14 in 1869, and to the Albany High School in 1876, from both of which he graduated with honor.

When he landed in this country he could not speak a word of English, but when he matriculated at Dartmouth in 1880 he not only spoke it fluently but even eloquently, and as he had the useful gift of thinking clearly on his feet he soon took his place in the first rank of our extemporaneous speakers.

After graduation DeBoer became a master in the Holderness School for boys at Plymouth, N. H., and from 1885 to 1889 he was principal of the public schools in Montpelier, Vt. His work in the latter position was such a pronounced success that it attracted the attention of his fellow townsmen, and when the National Life Insurance Co., needed an actuary with a mind mathematically capable of reconstructing its mortality tables it was seen at once that DeBoer was the man for the place, and on August 1, 1889, this position was offered to and accepted by him. In 1897 he became secretary, then second and first vice-president, and, finally in 1902, president, which office he occupied with distinction until the end of his life, which occurred on Christmas Day, 1915.

On December 22, 1885, DeBoer married Augusta Charles Featherly at Albany, N. Y., and their marriage was an ideal union. There were born to them Ethel Arend, Minnie Arend, Bertha Arend, who died in 1904, Paul Kiuper, and Elizabeth Arend.

Mr. DeBoer was one of the ablest financiers and one of the most brilliant men the State has known. Few Vermonters, who could boast a long New England lineage knew the State so thoroughly or loved it so well, as the emigrant boy from Holland who made himself a very vital part of its highest life.

Fletcher Dutton Proctor.

Fletcher Dutton Proctor, eldest son of Governor Redfield Proctor was born in Cavendish, Nov. 7, 1860. His early education was completed in the Rutland Military Institute and the Middlebury High School. He then entered Middlebury College but soon after matriculated at Amherst College from which he was graduated in 1882.

Entering the employment of the Vermont Marble Co., of which his father was president, he filled various positions until his appointment as superintendent in 1885. Upon the retirement of his father, as president of the Company in 1889, on account of his appointment as Secretary of War in the Cabinet of President Harrison, he was elected his successor and under his capable and efficient management this marble company has grown to be the largest producer of marble in the world. In the conduct of its business, Mr. Proctor faithfully carried out the comprehensive system established by his father, that of cultivating the most friendly relations between employer and employee, providing the workmen with model tenements, the best hospital quarters and care, free accident insurance, a Y. M. C. A. building and co-operative stores, the entire profits of which, are distributed among the employees.

Mr. Proctor was also president of the Clarendon and Pittsford Railroad, and of the Proctor Trust Co. Taking an active interest in public affairs he held several town offices, was secretary of civil and military affairs under Governor Ormsbee, was town representative in 1880-1882; 1900-1902, when he was speaker of the house, and in 1902-1904. From 1892-1894 he was State Senator, and from 1906 to 1908 he was Governor of the State. In 1908 he was delegate-at-large to the Republican National Convention. From 1884 to 1886 he was a member of the Vermont National Guard, and subsequently was appointed to the office of inspector of rifle practice in that service. In 1883 he was first permanent colonel of the Vermont division of the Sons of

Veterans, and during his administration this division increased from three to twenty-seven camps.

He was a member of the board of directors of the National Life Insurance Co. of the Rutland Railroad Co. of the New England Telephone and Telegraph Co., and of the Mary Fletcher Hospital, at Burlington, a trustee of Middlebury College, and of the Lyndon Institute, at Lyndon Centre, besides holding other positions of trust and honor in different organizations. He died at Proctor, Sept. 27, 1911, in the prime of life, yet in the brevity of his public career he was recognized as one of Vermont's foremost citizens, and one of the best governors the State has ever had. In 1886 he married Minnie E. Robinson of Westford, Vt. Three children were born to the couple: Emily, Mortimer R. and Minnie.

Heman W. Allen.

Heman W. Allen was born in Westford, April 3, 1844. He received his early education in the public schools and his early practical training in a country store as clerk. In 1862, at the age of 18, he enlisted in company A, 13th Vermont Infantry, and with his regiment was in the battle of Gettysburg. He was appointed by the Governor as the Commissioner from Vermont for the Gettysburg reunion, held July 1, 2 and 3, 1913. In 1868 he became a partner of Edward Lyman in the firm of Lyman and Allen, the connection continuing until the death of Mr. Lyman in 1890, when a new association was formed and the firm name changed to Heman W. Allen and Co., which continued until Mr. Allen's retirement in 1910. He was one of the best known merchants of Northern New England.

Mr. Allen was a director of the Merchants National Bank. From 1894-1896 he was on the staff of Governor Woodbury as inspector of rifle practice of the Vermont National Guard, with the rank of colonel. As a Republican he was elected to the State Senate where he served on many important committees. He was a delegate to the Republican National Convention of 1904. He was a member of the Loyal Legion and for many years was treasurer of the First Army Corps, Society of the Army of the Potomac. In 1869 he was married to Jennie D. Dodds of Burlington, who died in 1875. In 1881 he married Juliette W. Keeler, also of Burlington, who died in 1906. He had one son, Edward L. Allen. He died June 6, 1915.

Albert Clarke.

Albert Clarke was born in Granville, Vermont, October 13, 1840, the son of Jedediah and Mary (Woodbury) Clarke. He was graduated from Barre Academy in 1859 and later received the degree of honorary A. M. at Dartmouth. He studied and practiced law at Montpelier 1859-1865. He married at Rochester, Vt., January 21, 1864, Josephine Briggs. He enlisted in the 13th Vermont Volunteers and was promoted three times. He commanded a company at Gettysburg and captured cannon and prisoners. He was a member of the Vermont Senate in 1874, and the Massachusetts House of Representatives 1896-1898, being Chairman of the Ways and Means Committee. He was a delegate to the Republican National Convention in 1892. He was a Colonel on Governor Dillingham's staff; Judge Advocate General of the G. A. R., 1897; President of the Vermont and Canada railroad, 1885-1886; member of the United States Industrial Commission, 1899-1900 and its chairman in 1901-1902. He was editor of the St. Albans Messenger, 1868-1880 and served on the staff of the Boston Advertiser, 1883-1885. He was editor of the Rutland Herald, 1886-1889 and editor of the Home Market Bulletin from 1896 to his death. He was also the author of many addresses and pamphlets. His portrait hangs in the Vermont State House.

Charles Albert Catlin.

Charles Albert Catlin, was born in Burlington, Vt., on May 10, 1849, the son of Henry Wadhams and Mary (Cobb) Catlin. He was graduated from the University of Vermont in 1872 with the degree of B. S. and received the degree of Ph. B. from the same University a year later. He completed a special course at the Massachusetts Institute of Technology in 1895 and the degree of Doctor of Science was conferred upon him in 1913 by the University of Vermont. A large part of Mr. Catlin's business life was spent as chemist for the Rumford Chemical Works at Providence, R. I. He was an inventor, and patentee of chemical processes and applications, many of which relate to the manufacture of phosphates for dietetic purposes. Mr. Catlin was a member of the board of trustees of the Rhode Island Hospital.

Among the many honors received by Mr. Catlin during his lifetime was that of membership in the Society of Chemical Industry. He was a councilor of the American Chemical Society and a member of the Franklin Institute at Philadelphia and the American Institute of Chemical Engineers. Mr. Catlin was also widely known as an author and a contributor to technical journals. He was a former president of the Alumni Association of the University of Vermont and of the New England Alumni Association. He had been a member of the trustees of the University since 1898.

Mr. Catlin died at his home in Providence, R. I., Wednesday, April 12, 1916. His wife, who was formerly Miss Frances L. Herrick of Burlington, Vt., died on June 24, 1914.

George Dewey.

George Dewey was born December 26, 1837, in Montpelier, Vt., the son of Julius Yeamans and Mary Perrin Dewey, and was the first child to be christened in the Christ Episcopal Church. He attended the public schools in Montpelier, entered Norwich Academy in 1851 at the age of 14, and at the age of 17 was appointed a cadet in the United States Naval Academy from which he was graduated as midshipman June 11, 1858.

In the Civil War he served as naval lieutenant under Farragut and took an active part in the battles of Port Hudson and Donaldsville, the capture of New Orleans and two attacks upon Fort Fisher. He was commissioned Lieutenant-Commander in 1865, Commander in 1872, Captain in 1884 and Commodore in 1896. For some years he was secretary of the Lighthouse Board and instituted many improvements in the service, and for four years was chief of the Bureau of Equipment.

In 1897 he was appointed by President McKinley to the command of the Chinese squadron in the Asiatic station, and on the outbreak of the Spanish War sailed from Hong Kong to Manila Bay with orders to capture or destroy the enemy's fleet, and on May 1, 1898, he attacked and destroyed the Spanish fleet, captured the arsenal at Cavite, destroyed the fortifications at the mouth of the bay and established the blockade of Manila. In reward for his conduct on this occasion he was advanced to the grade of rear-admiral and received the thanks of Congress. Later by special act of Congress he was promoted to be Admiral of the Navy, the third in the history of the United States, to remain on the active list until he might ask for retirement. In 1899 he was relieved from active command of the Asiatic fleet and in 1900 assigned to duty as president of the General Naval Board which position he held continuously ever after.

In 1867 he was married to Susan Boardman Goodwin of Portsmouth, N. H., who died in 1872 leaving one son, George Goodwin Dewey.

Admiral Dewey was stricken with illness while leaving his home for the Navy Department and died Jan. 16, 1917, in the 80th year of his age.

Comments by the President of the United States and by the Secretary of the Navy.

"It was as commodore that he rendered the service in the action of Manila Bay which has given him a place forever memorable in the naval annals of the country.

"It is pleasant to recall what qualities gave him his well deserved fame—his practical directness, his courage without self consciousness, his efficient capacity in matters of administration, the readiness to fight without asking any questions or hesitating about any detail. It was by such qualities that he continued and added luster to the best traditions of our Navy. He had the stuff in him which all true men admire and upon which all statesmen must depend in hours of peril. The people and government of the United States will always rejoice to perpetuate his name in honor and affection."—*Woodrow Wilson.*

" 'Gentlemen, a higher power than we has won this battle today' , the commodore said to his captains at the conclusion of the battle when it had been learned that the victory, one of the most decisive of our history, had been won without the loss of a single American seaman. In peace and war; in sickness, in health; in victory and in conflict, and in every relation of life Admiral Dewey invariably exhibited the virtues of the patriot and the Christian."—*Josephus Daniels.*

Archibald H. McMurphy.

Archibald H. McMurphy was born in Randolph, Vt., April 7, 1836. He was educated at the public schools and the Orange County Grammar School at Randolph Centre. During most of this time he was dependent upon himself on account of the death of his father. At the breaking out of the Civil War he enlisted as private in Co. G, Tenth Vt. Vols., and was mustered into service September 1, 1862. He served faithfully until his honorable discharge June 22, 1865, when he returned home. For several years before his death he occupied his time with his books and music to which he was passionately devoted as he was physically unable to perform much manual labor. He died at the Randolph Sanitarium October 25, 1912, from various troubles occasioned by his exposure in the army.

Henry Orville Clark.

Henry O. Clark was born in Milton, Vt., January 9, 1844. Educated in the public schools and the academies of Swanton and Georgia, he was graduated from the Commercial College at Buffalo, N. Y. While engaged in his first business position at Chicago, Ill., he read the second call for troops issued by President Lincoln in May, 1862, and, although only eighteen years old, he at once gave up his clerkship and returned to Milton to enlist. At a town meeting held soon after he was appointed a recruiting officer and entered upon his new duties with such zeal that he soon enlisted part of Co. D, Thirteenth Vt. Vols.; was made Sergeant of the company on its organization and held that position when the regiment was mustered out. Sergeant Clark proved himself a most popular, brave and resourceful officer, whether on the field or as a commander of scouts. His army life ended with the fight at Gettysburg, in which he was one of Stannard's Vermont Brigade which eventually decided the issue of that great battle. His regiment was mustered out July 21, 1863. In the fall of 1864, Colonel Clark became a member of a wholesale grocery and cotton house in New Orleans. Two years later he returned to Milton and entered into partnership with C. I. Ladd of Milton, in the business of general merchandise. In 1871 he disposed of his interest in the firm and went to New York City, where he entered the house of Davis, Clark & Co., from which he retired in 1886. He took great interest in the growth of his adopted city, East Orange, N. J. For many years he was a director of the People's Bank, The Savings Investment and Trust Co., The East Orange Bank, and the Walsessing Bank of Bloomfield, N. J.

Colonel Clark died at his home in East Orange, N. J., June 7, 1914, and was buried in Burlington, Vt.

Frank M. Bryan.

Frank M. Bryan was born at Waterbury Center, Vt., Mar. 13, 1872. He was educated in the local schools and the Green Mountain Seminary, coming to Montpelier on attaining his majority, to work for the Colby Wringer Co. In 1895 he went into the Treasurer's office of the National Life Insurance Co., with which institution he was ever after connected. He witnessed the growth of his department from a few clerks to many, and of his company to one of substantial proportions. Mr. Bryan was in the farm loan department of his office, made frequent trips through the West and South over a long period of years and at his death held the office of Superintendent of Farm Loans.

Mr. Bryan was an ardent democrat and as such was often elected to County and State Conventions. He passed through all the orders in Masonry and held many of the chairs. He was a man of remarkable ability, which manifested itself in what ever he might undertake and his thorough honesty and sound sense made of him a highly respected man. He married June 17, 1903, Inez M. Stuart of Lancaster N. H., and of this union there were born six children, all of whom survived him. Mr. Bryan died in Montpelier, Vt., June 12, 1917.

Edwin A. Nutt.

Edwin A. Nutt was born in Montpelier, Mar. 17, 1851. He was educated in the local schools in Montpelier and early showed his aptitude for a literary career. During his life he was reporter on the Argus & Patriot, sub-editor for twelve years of the Vermont Watchman, Montpelier correspondent of the Burlington Free Press, correspondent of the Boston Globe, New York World, Chicago Tribune and other papers and for many years was official reporter of the House of Representatives at Montpelier. Blessed with an unusual memory, he was a remarkably able speaker and became known throughout the State. He died following a short illness in Montpelier, Vt., where he had all his life resided, April 10, 1911. Mr. Nutt was a member of the Vermont Lodge of Odd Fellows and President for many years of the Associate Members of Brooks Post, G. A. R. in which order he ever took an earnest interest. Mr. Nutt married Emma A. Grout of Montpelier. No children were ever born to them.

Abraham Long.

Abraham Long was born in Strafford, Vt., June 10, 1836 and died in Montpelier, Vt., Nov. 8, 1913.

He was educated in the public schools of Massachusetts and at Lunenburg Academy.

Mr. Long entered the Revere Copper works at the age of but 15, later going to the copper districts of Michigan for the same company. He then became engaged in the music business in Chicago, later moved to Boston and engaged in business until 1877 when he moved to Ely, Vt., where he was again interested in the copper industry. Returning to Boston he was again in mercantile trade for some four years and in 1884 he moved to Montpelier, Vt., where he ever after resided. On his arrival in Montpelier he opened a shoe store which he continued to successfully operate until 1893, when possessed of means he decided to retire from business.

Mr. Long was a distinguished looking and a courtly gentleman. He was interested in every good thing that pertained to Montpelier and was a 32° mason, a member of the Montpelier Apollo Club, the Montpelier Country Club and the Sons of the American Revolution. He was all his life a lover of music and art. A Unitarian in religious belief, as long as he was able, he was regular in his attendance at the Church of the Messiah in Montpelier.

He was an extensive traveler both in Europe and America. In 1872 he married Helen L. Souther of Boston, Mass. No children were born to them and Mr. Long out-lived her many years.

L. Bart Cross.

Lewis Bartlett Cross or L. Bart as he always signed his name, was born in Montpelier, Vt. in 1840, the son of Charles H. and Caroline W. (Houston), Cross.

He attended the public schools of Fort Edward, New York and Newbury (Vt.) Academy. Leaving school he entered his father's bakery as an apprentice. The Civil War breaking out he entered the service as sutler, being mustered in at St. Johnsbury. At the close of the war he became a partner with his father under the firm name of C. H. Cross & Son and prior to and following his father's death the firm, under the leadership of the son was highly prosperous and the "Cross cracker" gained a State wide reputation. In 1908 he sold out his interests and retired from active business.

Mr. Cross was a delegate to the National Republican Convention in 1880 and always was a regular attendant and worker in the State Conventions of his party.

He represented Montpelier in the legislature of 1890, was a trustee of Montpelier Seminary, trustee and vice-president of the Montpelier Savings Bank & Trust Co. and president and trustee of the Wood Art Gallery.

He passed through all the chairs in Masonry and belonged to and was active in the various societies having to do with the better part of Montpelier's life.

Of a genial nature and humorous turn of mind, he was one of the best known men in Montpelier for two generations. He married in 1862 Lucia A. Chaplin of Wells River. Mrs. Cross died in 1911 leaving a son and a daughter both of whom survived their father.

He died very suddenly and without prior illness, in the evening of July 18, 1915 at his home in Montpelier.

J. Edward Wright.

J. Edward Wright was born in Montpelier, Vt., July 9, 1839, the son of Jonathan Edwards and Fanny Wyman (Houghton) Wright, grandson of Rev. Chester Wright, a noted divine of his day. He attended the public schools of Montpelier as a lad, prepared for college at the Boston Public Latin school from 1851 to 1857 and graduated from Harvard with the degree of A. B. in 1861 and again from the Andover Theological Seminary in 1865.

Mr. Wright served as private, corporal and second sergeant in Co. F., 44th Massachusetts Volunteers in 1862-64.

In the fall of 1865 he entered the Christian ministry, supplying for six months at Eastport, Me., he was ordained in Henry, Ill., in July, 1866 and was pastor in Jacksonville, Ill. from 1866 to 1869. In the latter year he came to Montpelier and became the pastor of the Church of the Messiah (Unitarian) continuing for exactly 40 years when he was made pastor emeritus, an office he held to his death.

He was Director of the American Unitarian Association from 1903 to 1909; secretary for Vermont for the National Conference of Charities and Correction, President of the Board of Trustees of the Washington County Grammar School, Secretary of the class of 1861 at Harvard from 1861 to 1914, trustee and secretary of the Kellogg-Hubbard library, a trustee of Goddard Seminary and of the Vermont State Library. Mr. Wright was a Republican in political belief and interested every day of his long life in whatever was for the wholesome good of his town, his county, his state and his nation.

No other man ever lived in Montpelier who performed as many marriage ceremonies and officiated at as many funerals as did he.

No winter's day could be too severe for him not to willingly drive far into the country to make merry at the wedding service or to bring help and consolation to the house of the dead. Few men have ever lived who lived as rightly.

In 1902 he received from Harvard, the Degree of Doctor of Divinity and the words of President Eliot in conferring that degree, convey in terse terms, his life history. They were: "James Edward Wright, minister at Montpelier for thirty-three years, counselor and comforter of three generations in the fair country round about his church."

Mr. Wright married in 1876, Miss Julia A. Whitney of Cambridge, Mass. and to them were born Chester W., Rebecca W. and Sibyl, all of whom survived him. He passed away, filled with years and honors, Sept. 5, 1914.

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